

# Fayette Transportation Initiative

Integrating Transportation Decisions



# Workshop

3 Teams

Urban Design

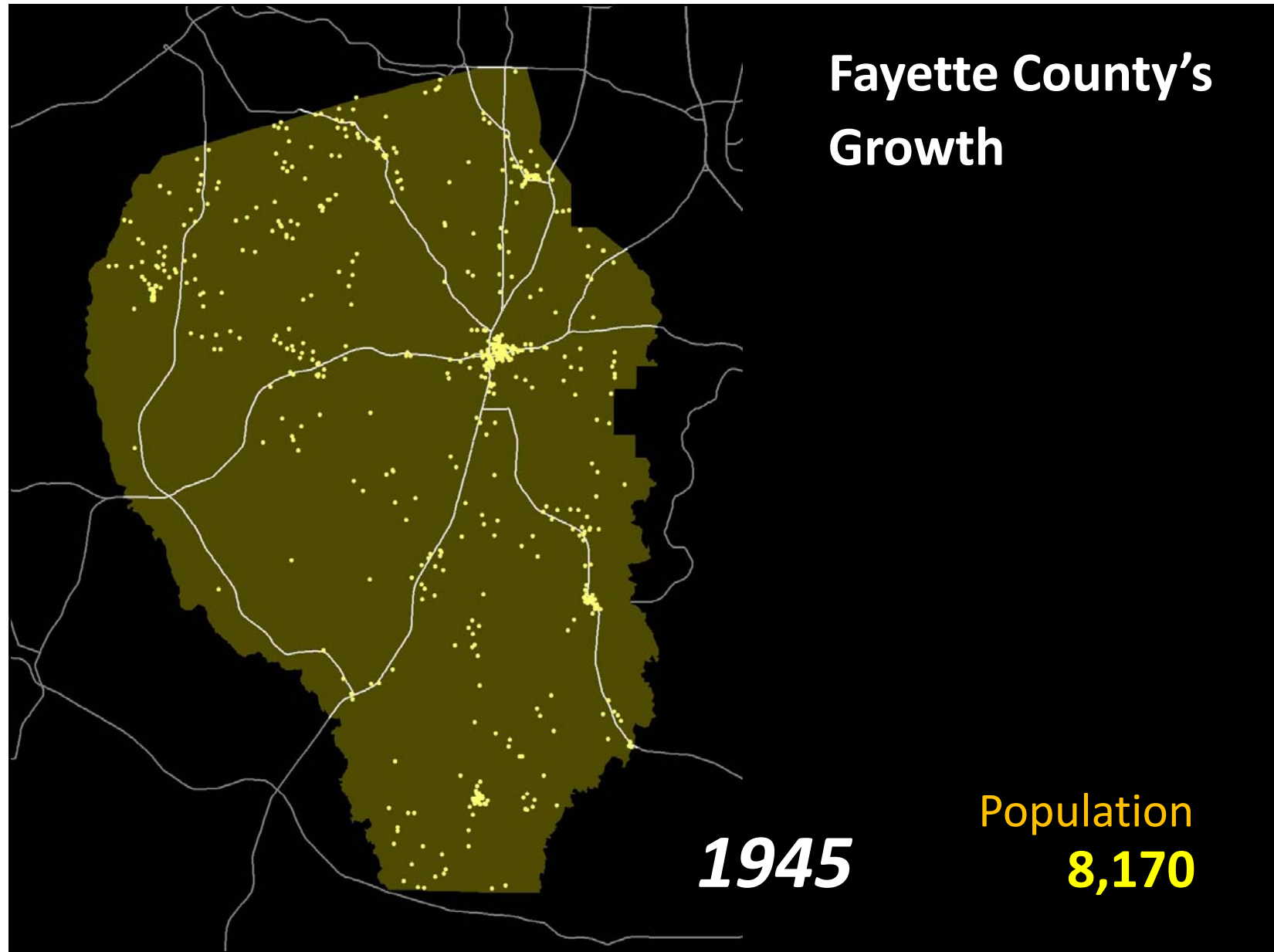


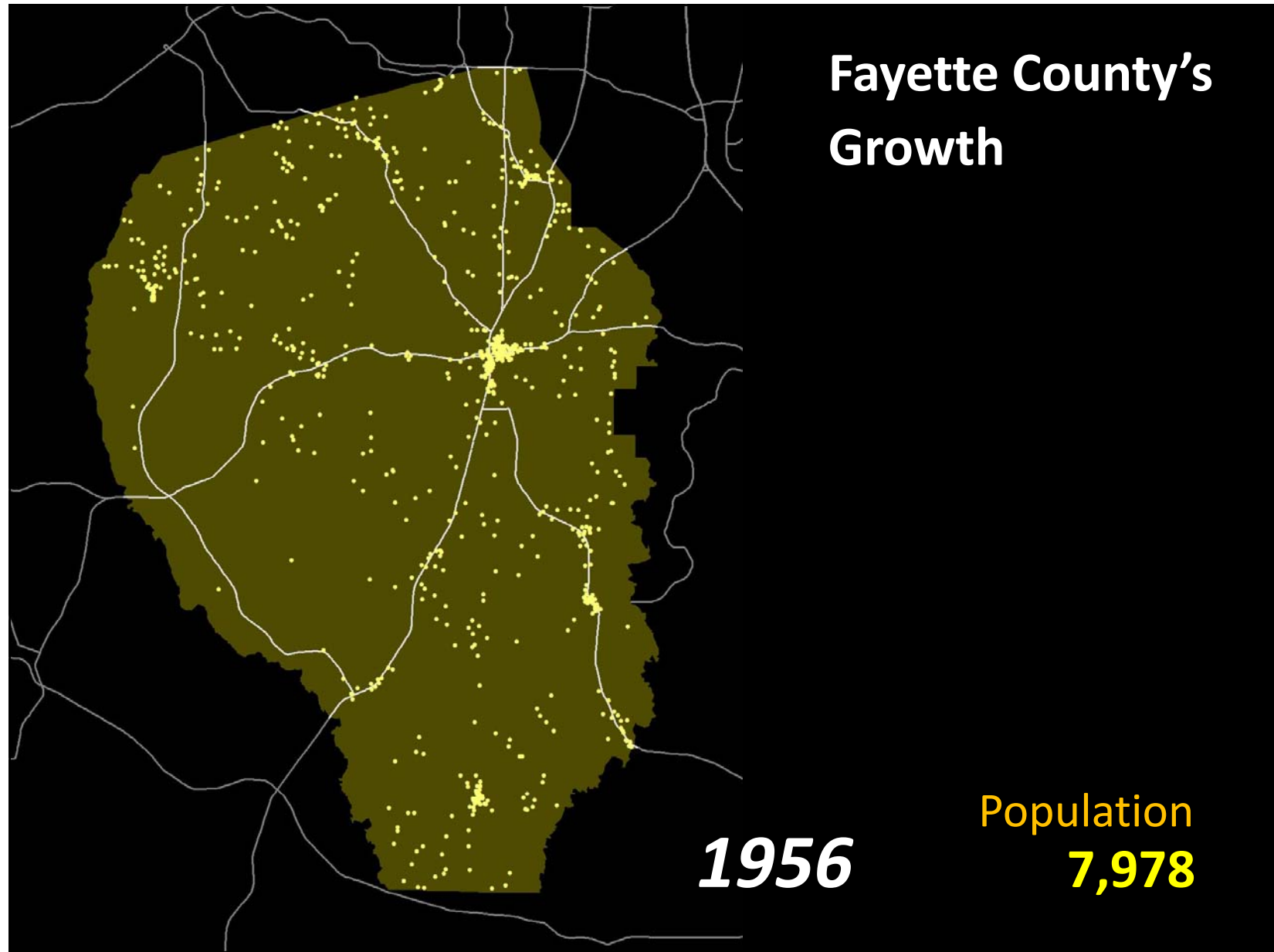
Technical



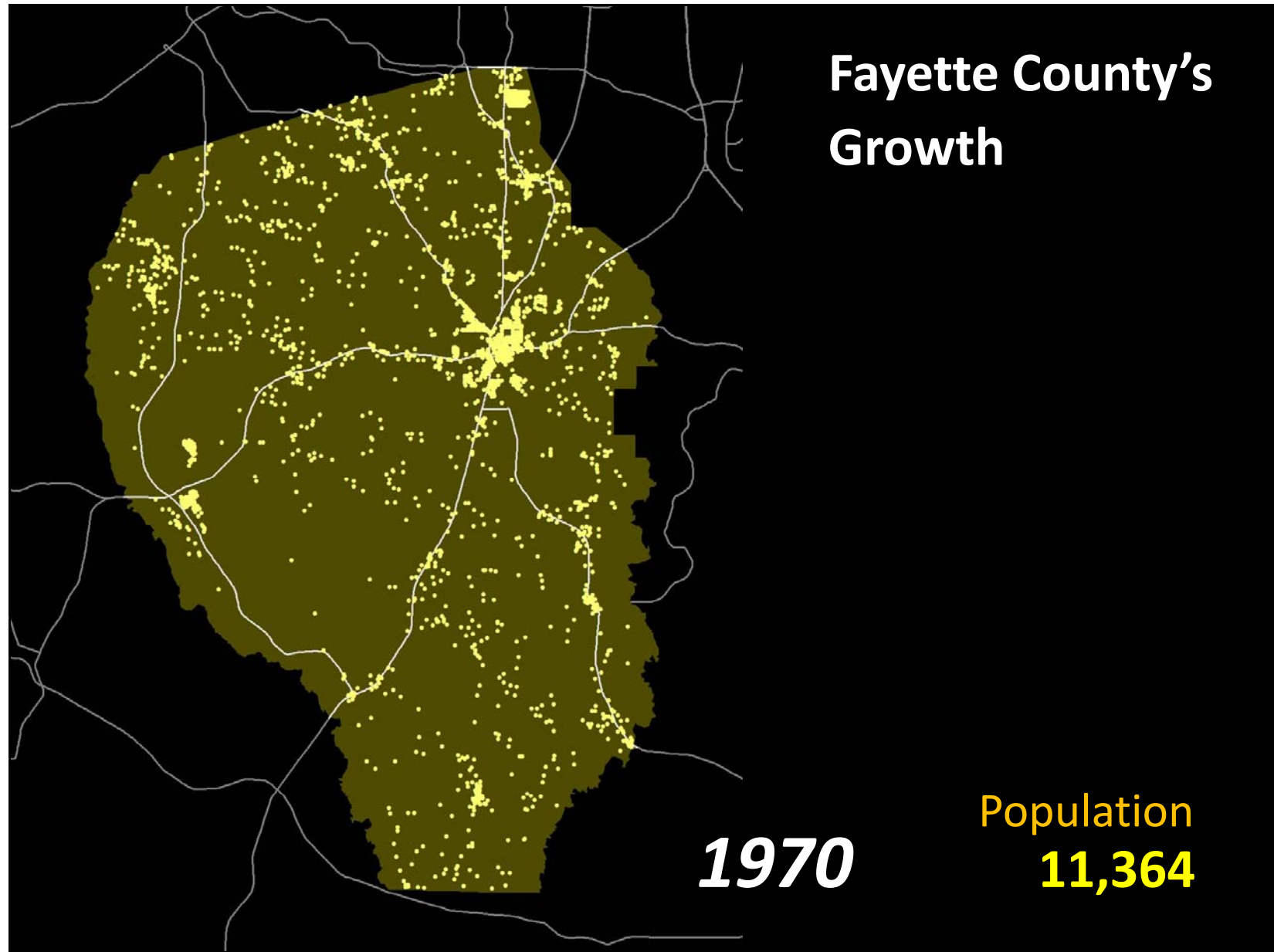
Bike/Path

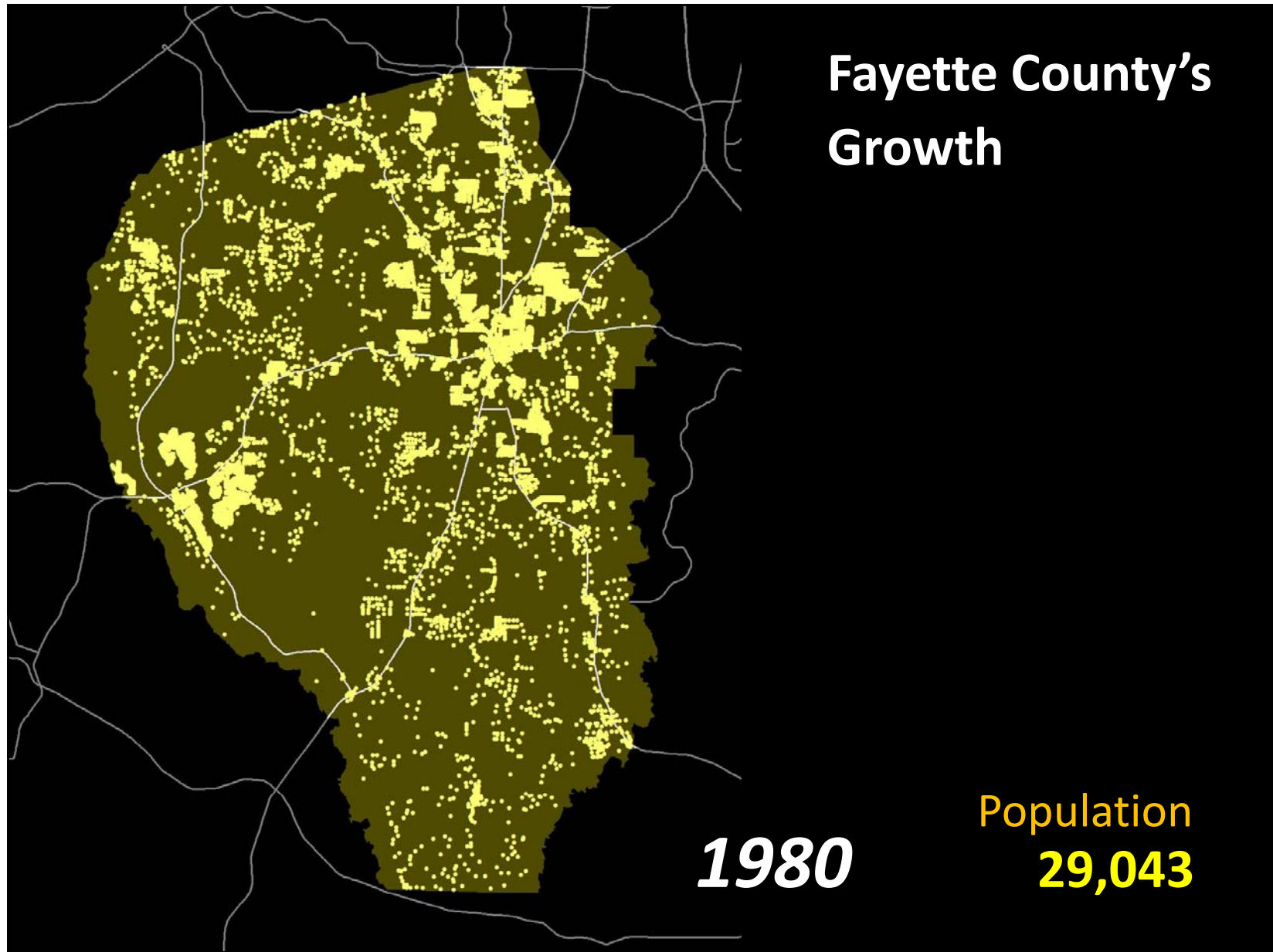


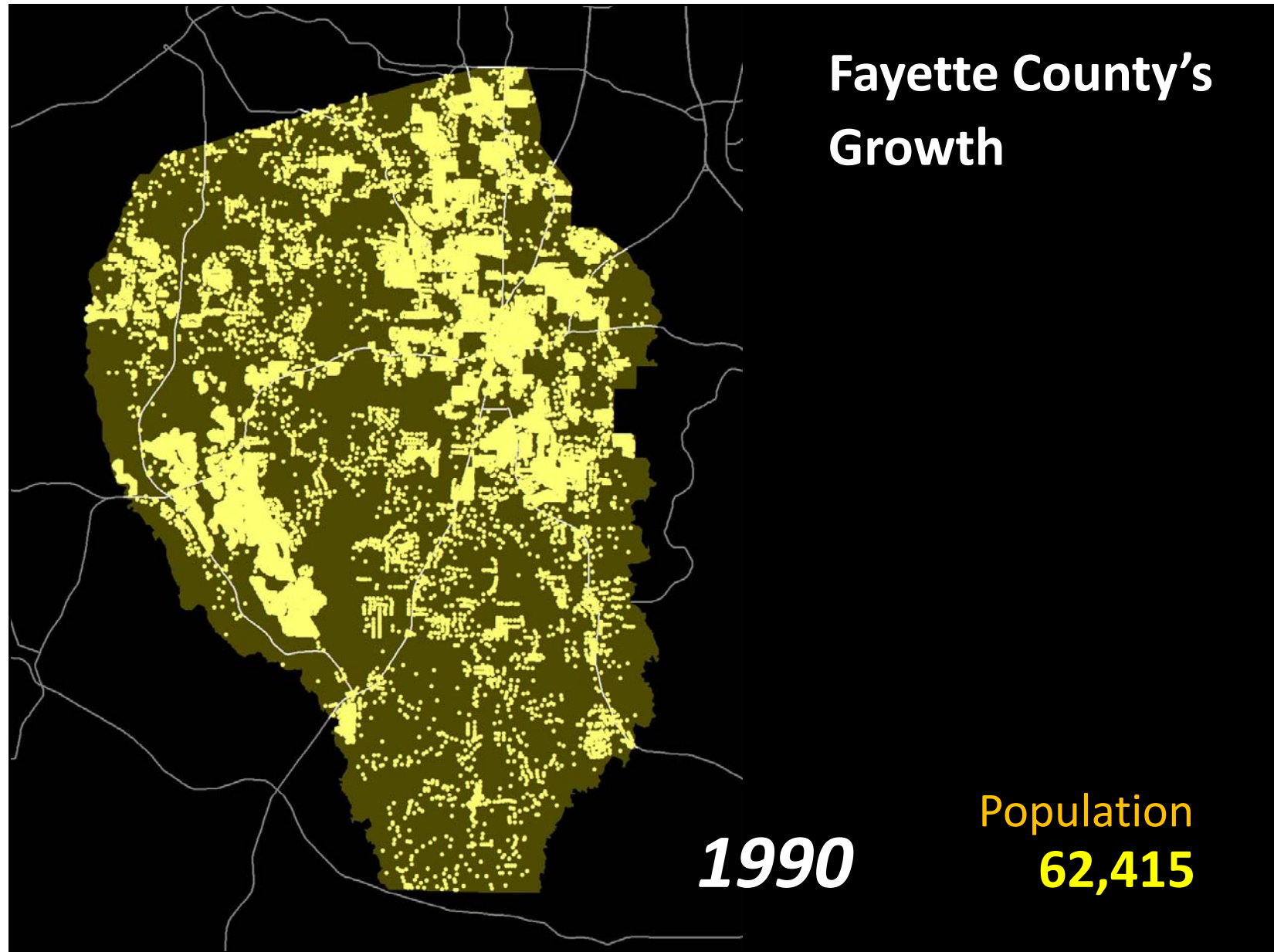




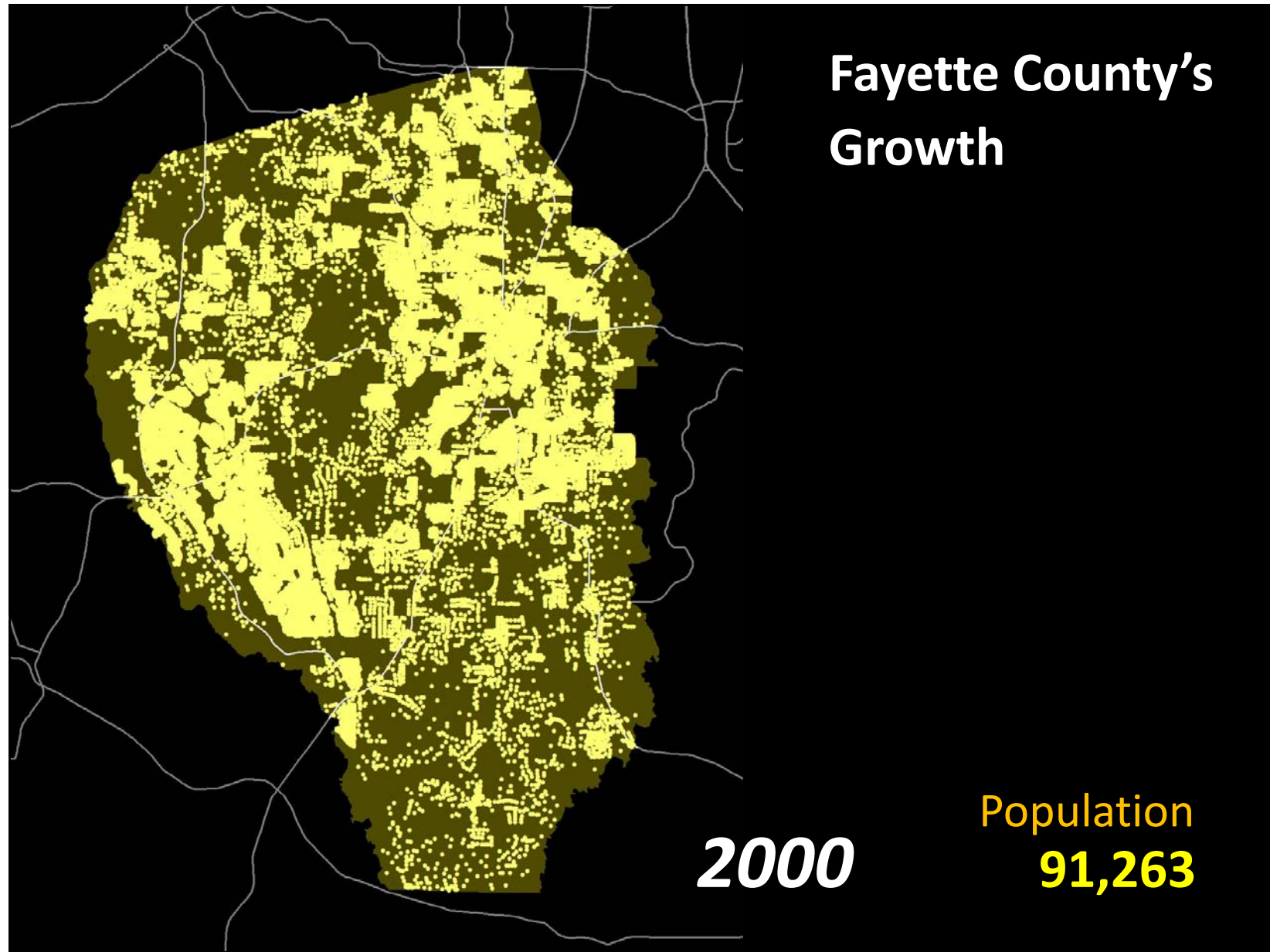












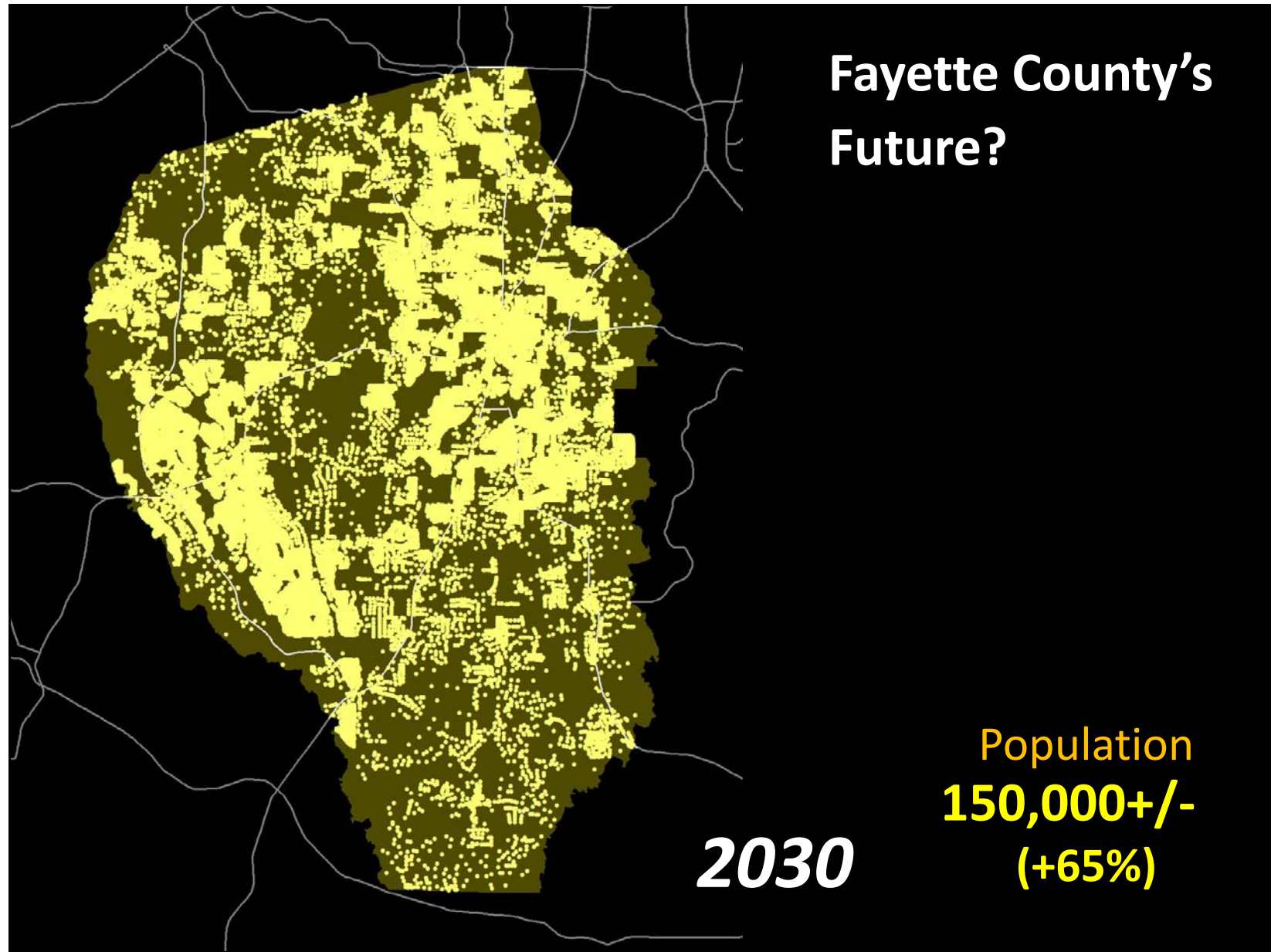
“...preserve rural  
character while  
allowing for  
reasonable and  
compatible growth...”



TABLE L-1  
 EXISTING LAND USE DISTRIBUTION, SUMMER 2003  
 UNINCORPORATED FAYETTE COUNTY

Land Use	Acres	Percent of Area
Residential	42,990	45.61%
Commercial & Office	516	.55%
Industrial	581	.62%
Public/Institutional	2,048	2.17%
Transportation/Communication/Utilities	92	.10%
Park/Recreation/Conservation	1,466	1.55%
Agriculture & Forestry	24,701	26.20%
Undeveloped	21,870	23.20%
Total Acreage	94,264	100.00%

Source: Fayette County Planning Department



## Fayette Forward Mission

To Develop a Comprehensive  
Mobility Plan That Preserves Our  
Rural Character and Accommodates  
Our Future Needs

## Preliminary County Goals

provide **Safe and Balanced Choices**

support vision for **Positive Growth**

maintain **Fiscal Sustainability**

Preserve **Rural Character**

create **Desirable Places for All Citizens and  
Stages of Life**

# Candidate Approaches



**2005**

	<b>Population</b>	<b>VMT</b>	<b>VMT per Capita</b>
<b>ARC Region</b>	4,702,113	144,103,673	30.6
<b>Fayette County</b>	100,615	2,839,196	28.2
<b>Fayetteville</b>	12,995	649,148	50.0
<b>Peachtree City</b>	24,559	794,103	32.3

## Fayette Commute Patterns

Live and Work in Fayette	16,997
Live Elsewhere, Work Here	18,059
Live Here, Work Elsewhere	28,254

## Travel Demand Model

**37%**

of all Fayette-originating trips do not leave the County

## Enable Short Trips – They Can Make a Big Difference

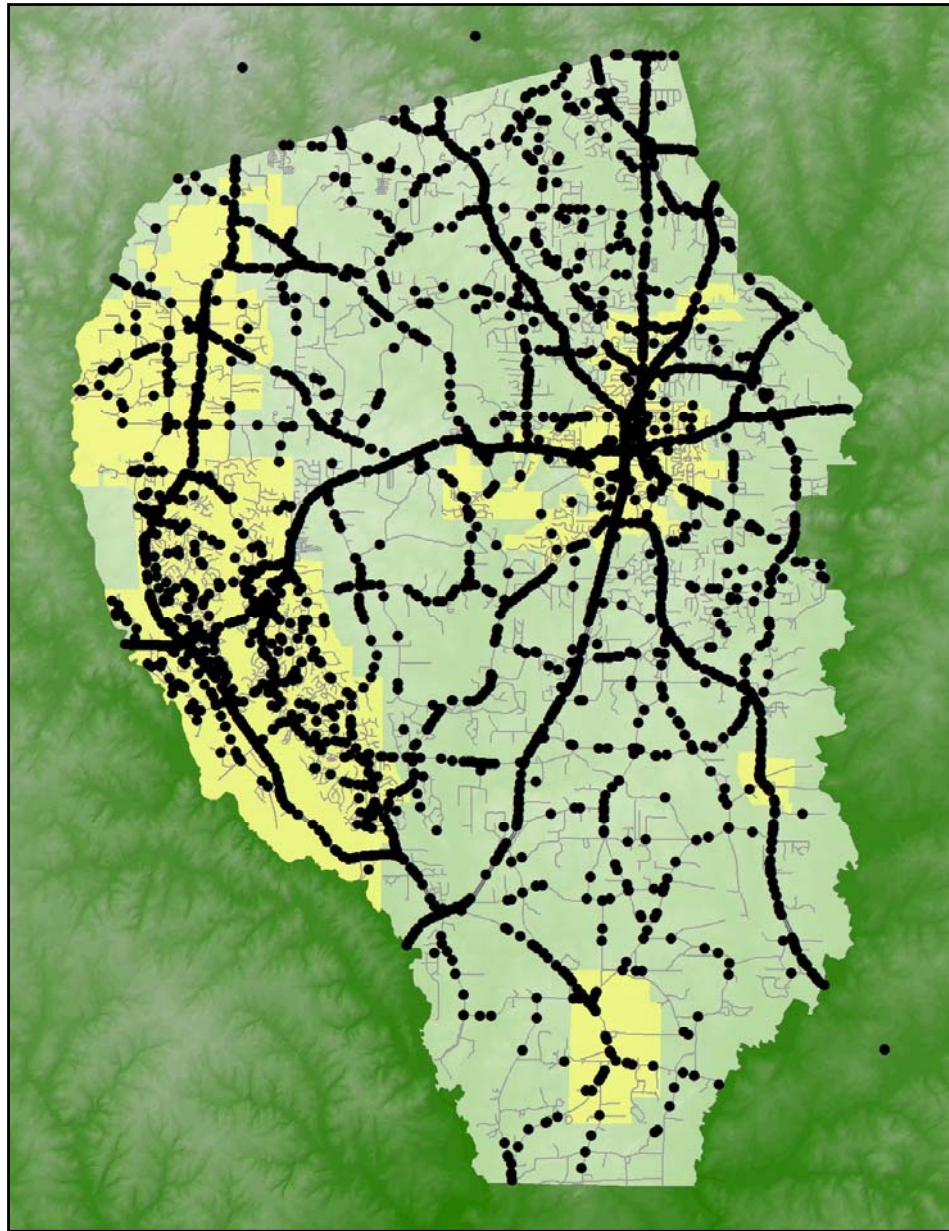
Trip Type	% By Trip Type	
-----	-----	
Work	18.0%	
Work Related	2.6%	
Shopping	20.2%	"Errandsville" approximately 70% of all trips occur within 3 miles of the household
Doctors & Dentist	1.5%	
Family & Personal	24.2%	
Church & School	8.8%	
Social Recreational	24.5%	
Other	0.2%	
	100.0%	

Source: 1995 NPTS: Federal Highway Administration & New York Times

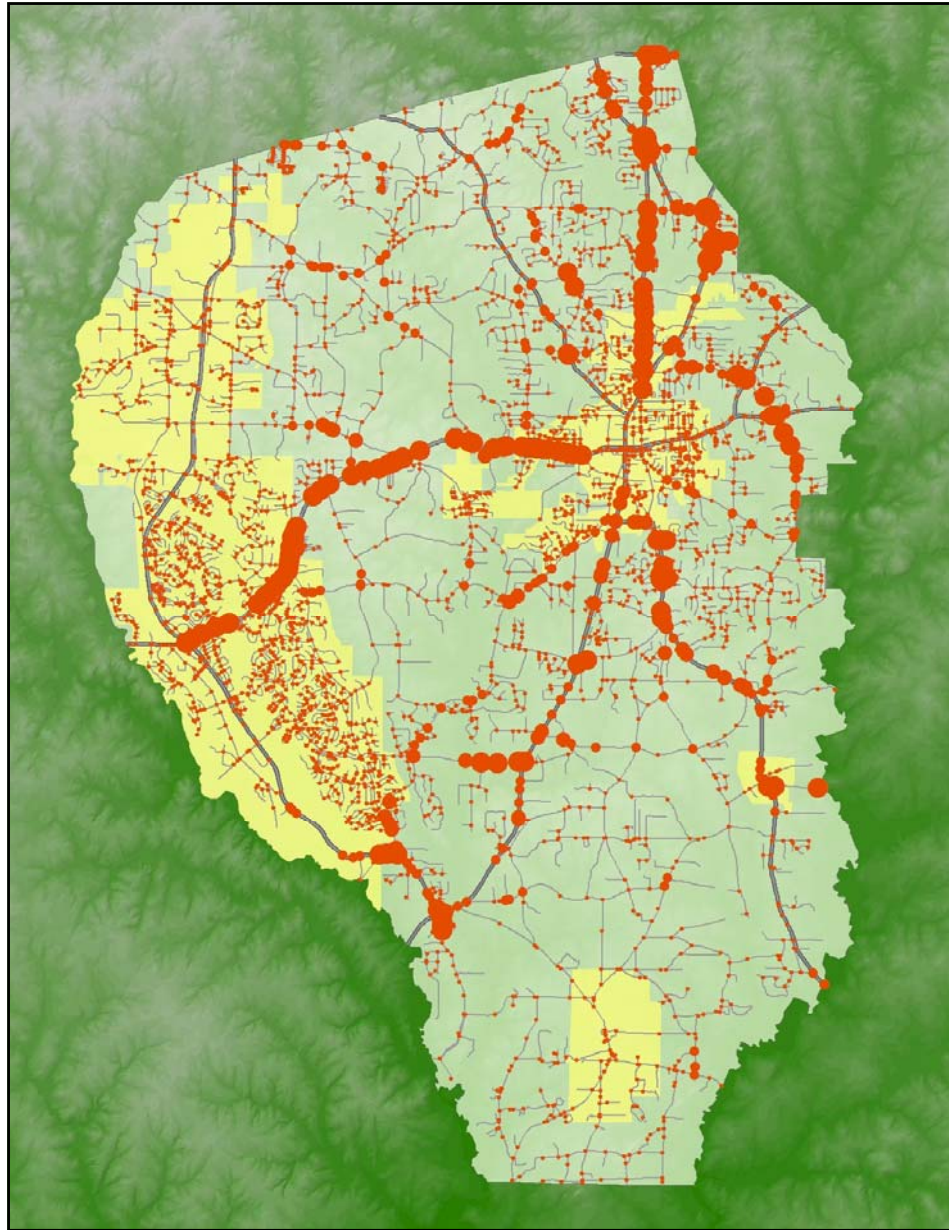
# Travel Demand Model

## 1. Safety First





## Accident Locations



**Concentrations in  
Certain Areas Told  
Us Where to Look**

## Travel Demand Model

1. Safety First
2. Long Trips = Options

## Travel Demand Model

1. Safety First
2. Long Trips = Options
3. Short Trips = Connectivity

# Safe Intersections



## Why Roundabouts?

### Roundabouts Are Safer

- 20 to 25% Fewer Crashes Than Signalized Intersections
- 50 to 75% Fewer Injuries Than Signalized Intersections
- Pedestrians 50% Less Likely to Be Hit in a Roundabout Than at a Signalized Crosswalk



## Why Roundabouts?

### They Work

- High Capacity/Low Delay
- 20 percent reduction in delays (Kansas St. University)
- Continuous Movement Gets You There Faster
- Decrease Fuel Consumption and Air Pollution
- Safe for All Travel Modes
- Reduce Maintenance and Electricity Costs (+/- \$3000/year)











## Goza & Old Greenville



## Goza & Old Greenville





## Goza & Old Greenville



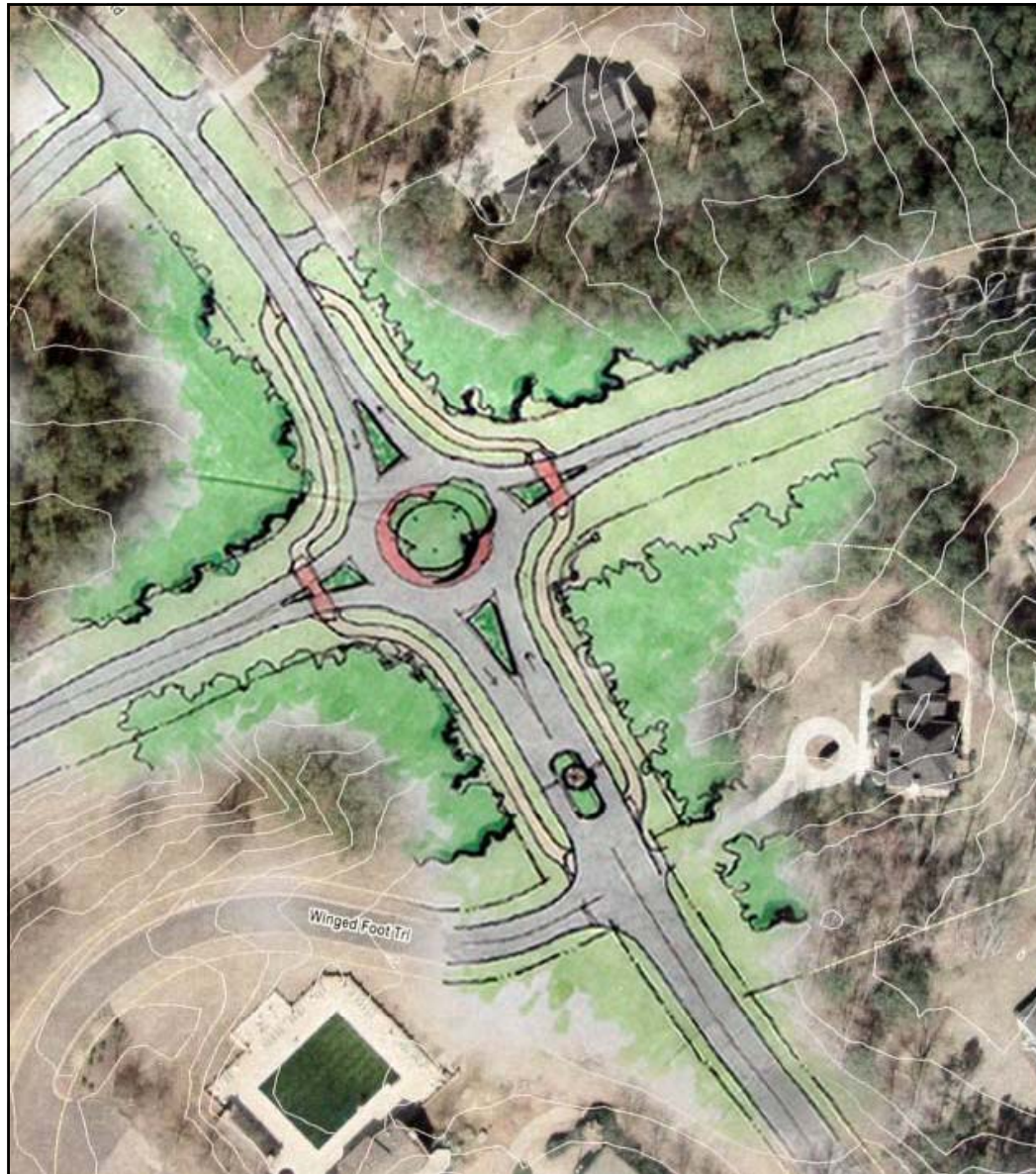
## Redwine & Quarters/Birkdale



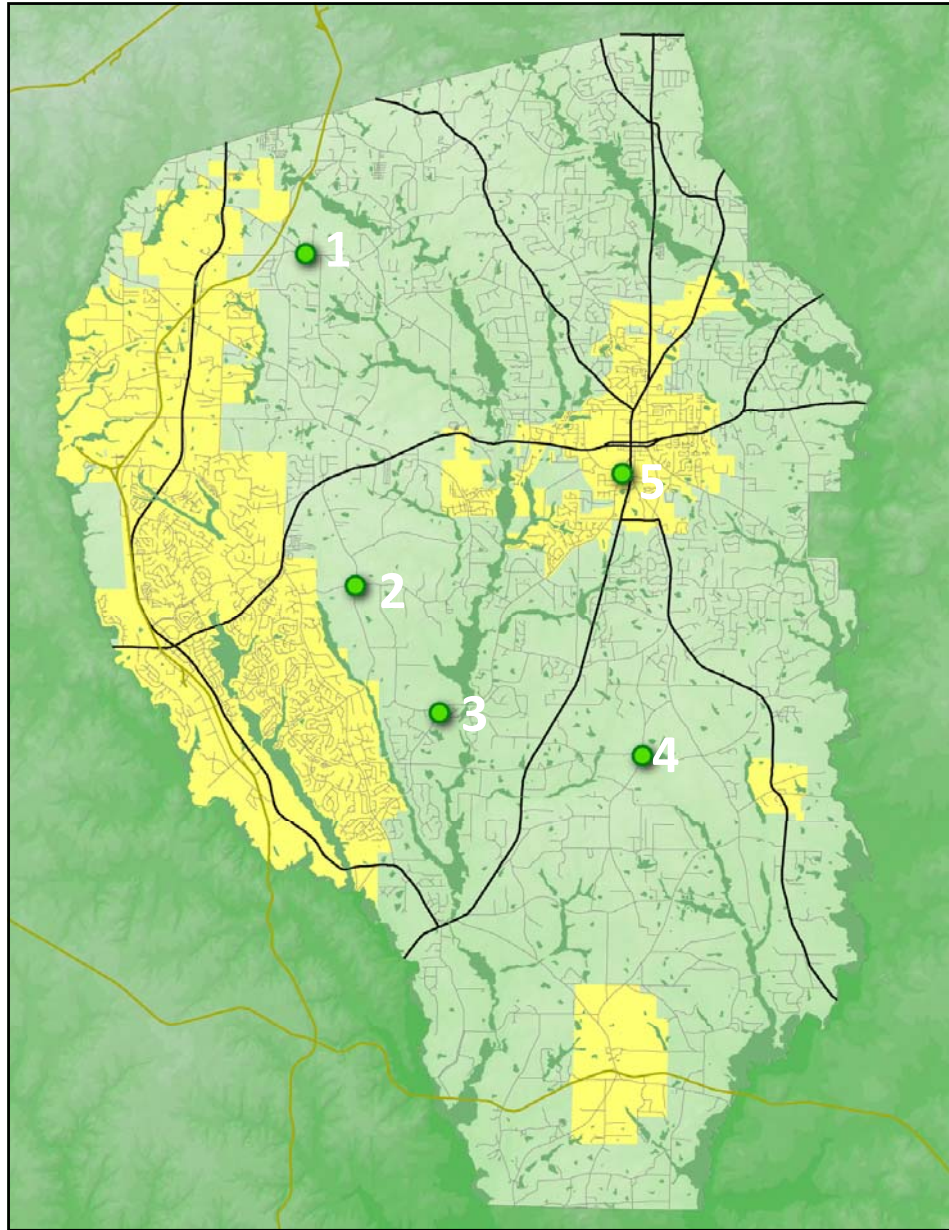


## Redwine & Quarters/Birkdale





## Redwine & Quarters/Birkdale



## Roundabouts

1. Sandy Creek and Ellison
2. Ebenezer and Spear
3. Redwine and Quarters
4. Goza and Old Greenville
5. Beauregard and Grady

# Safe Corridor Design





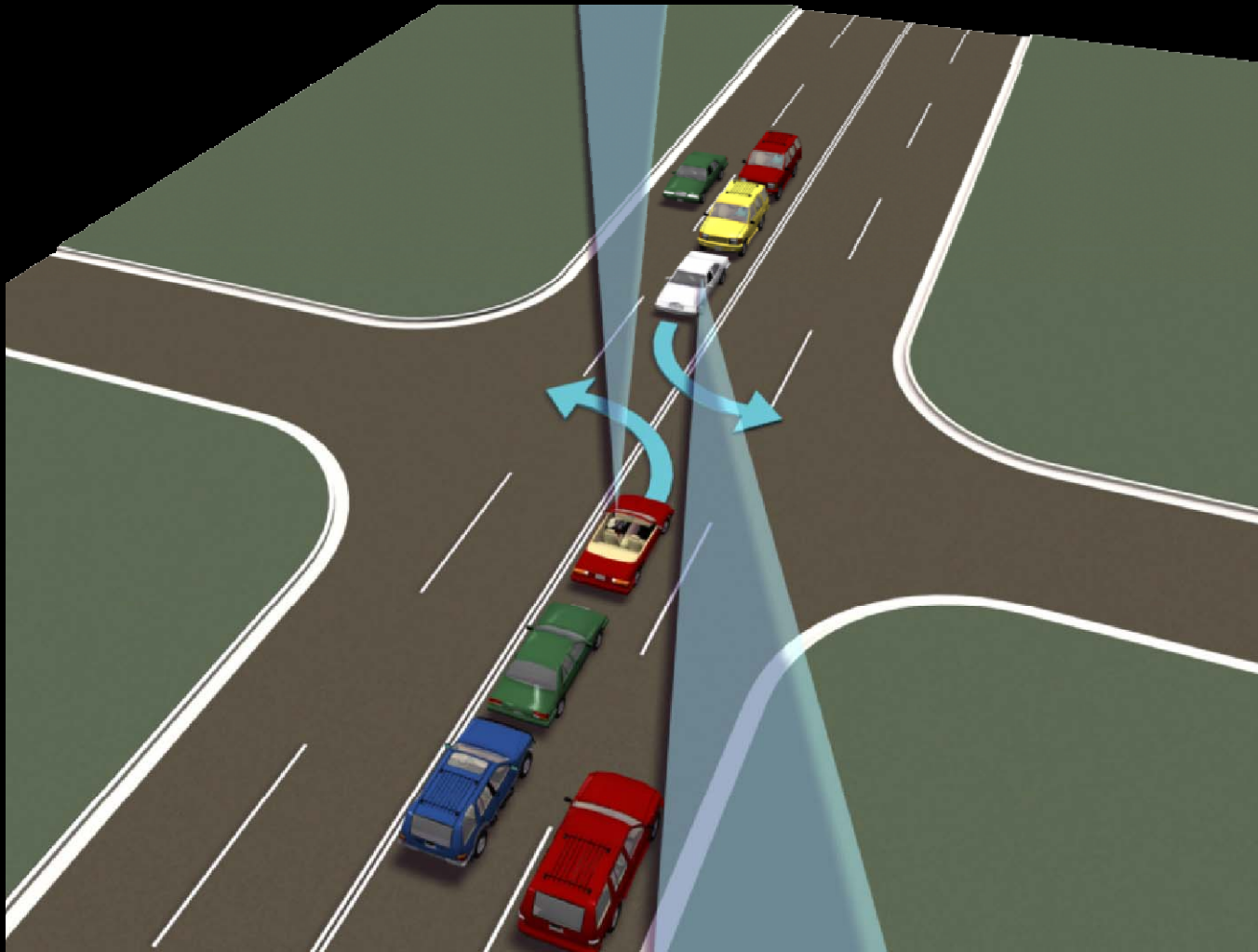


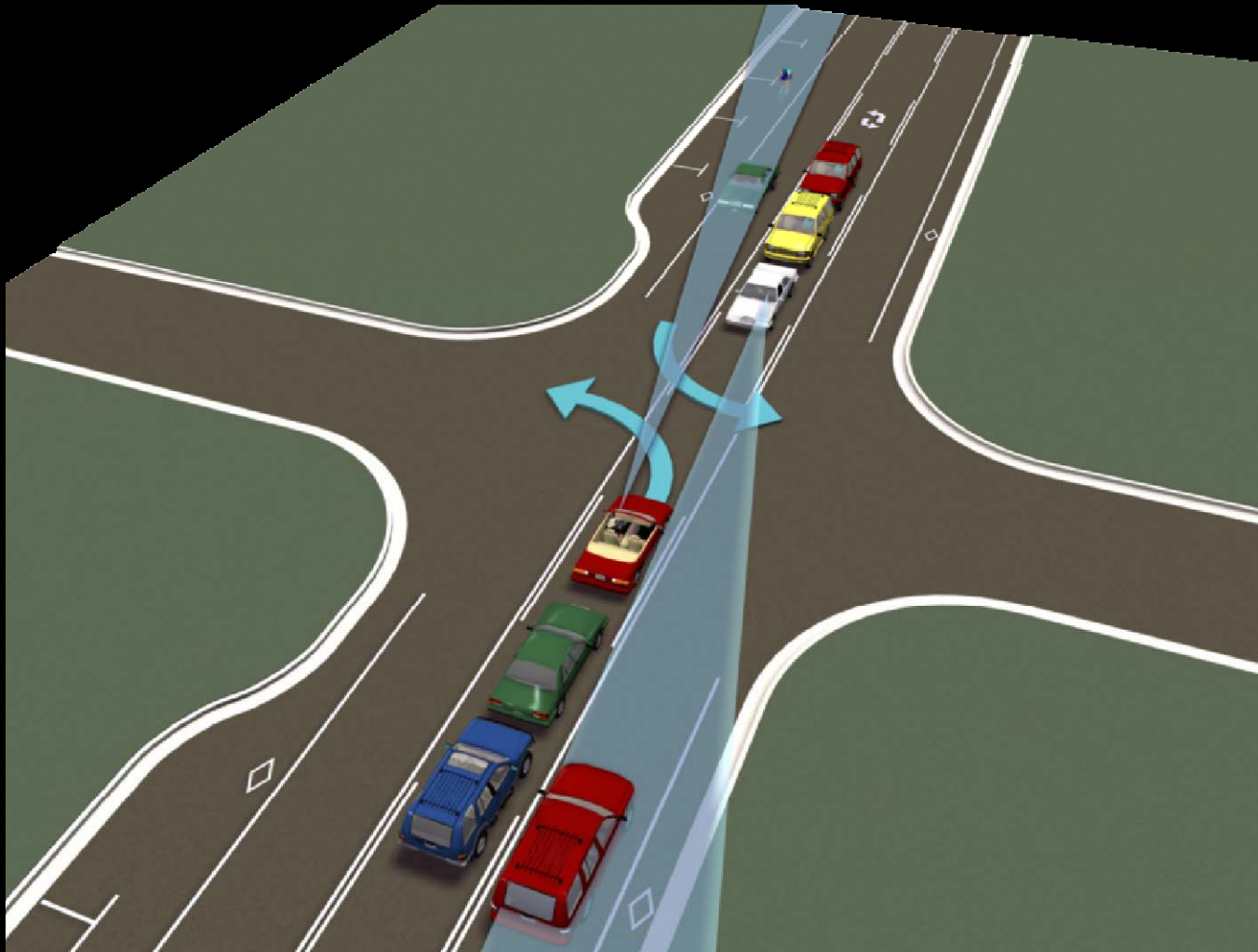
Peachtree Parkway

Route 54







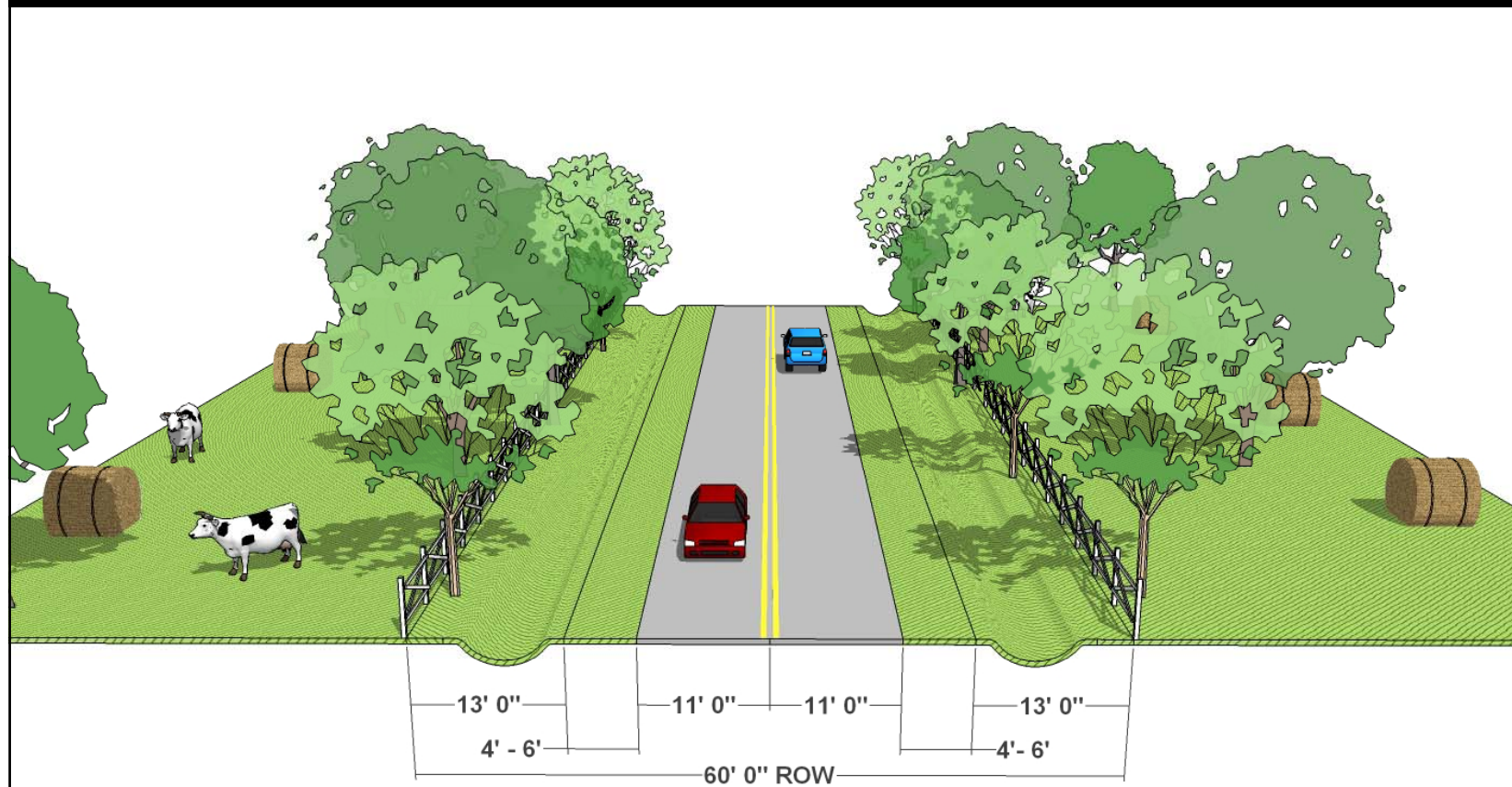


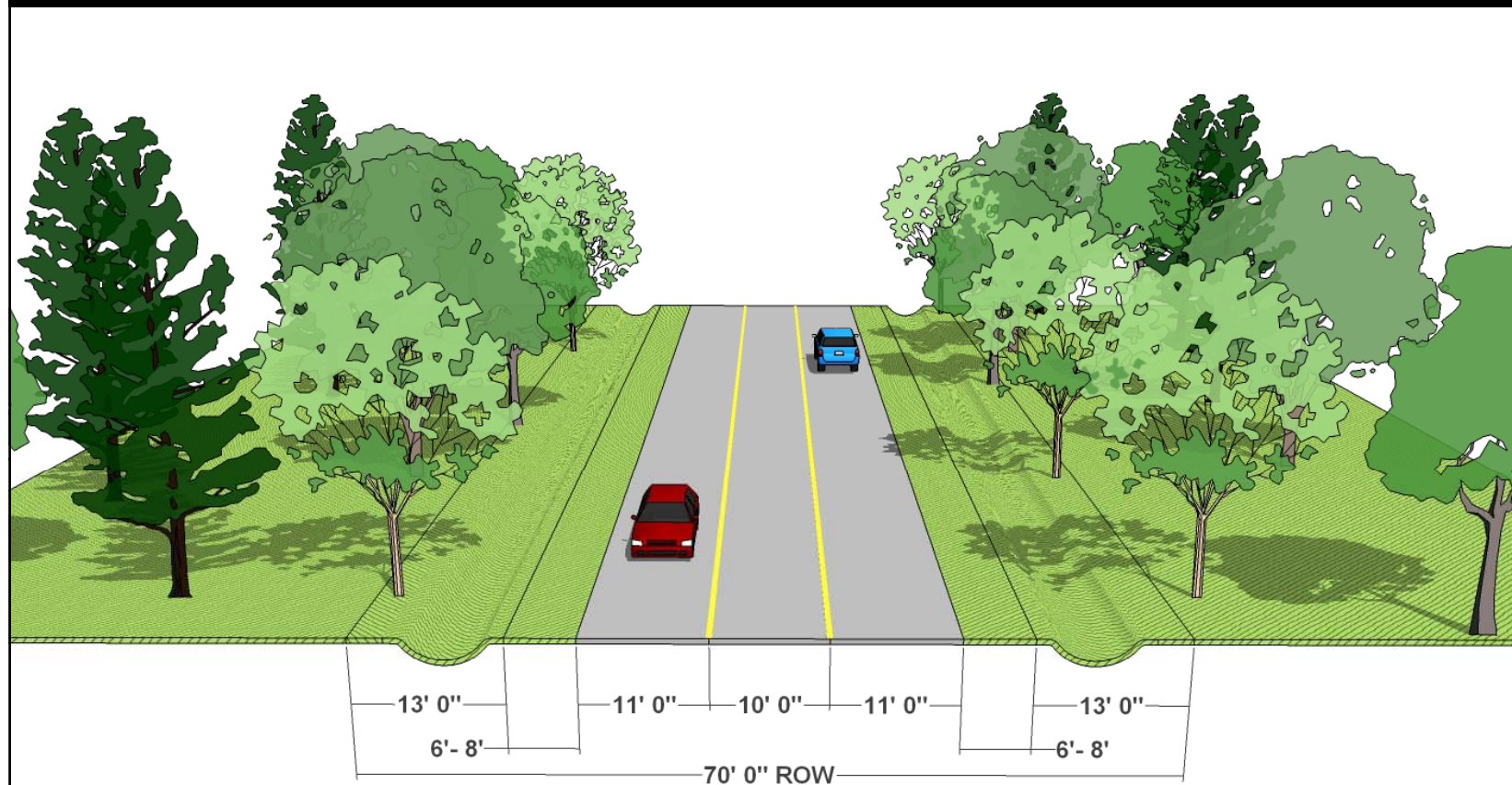
## Meeting The Goals

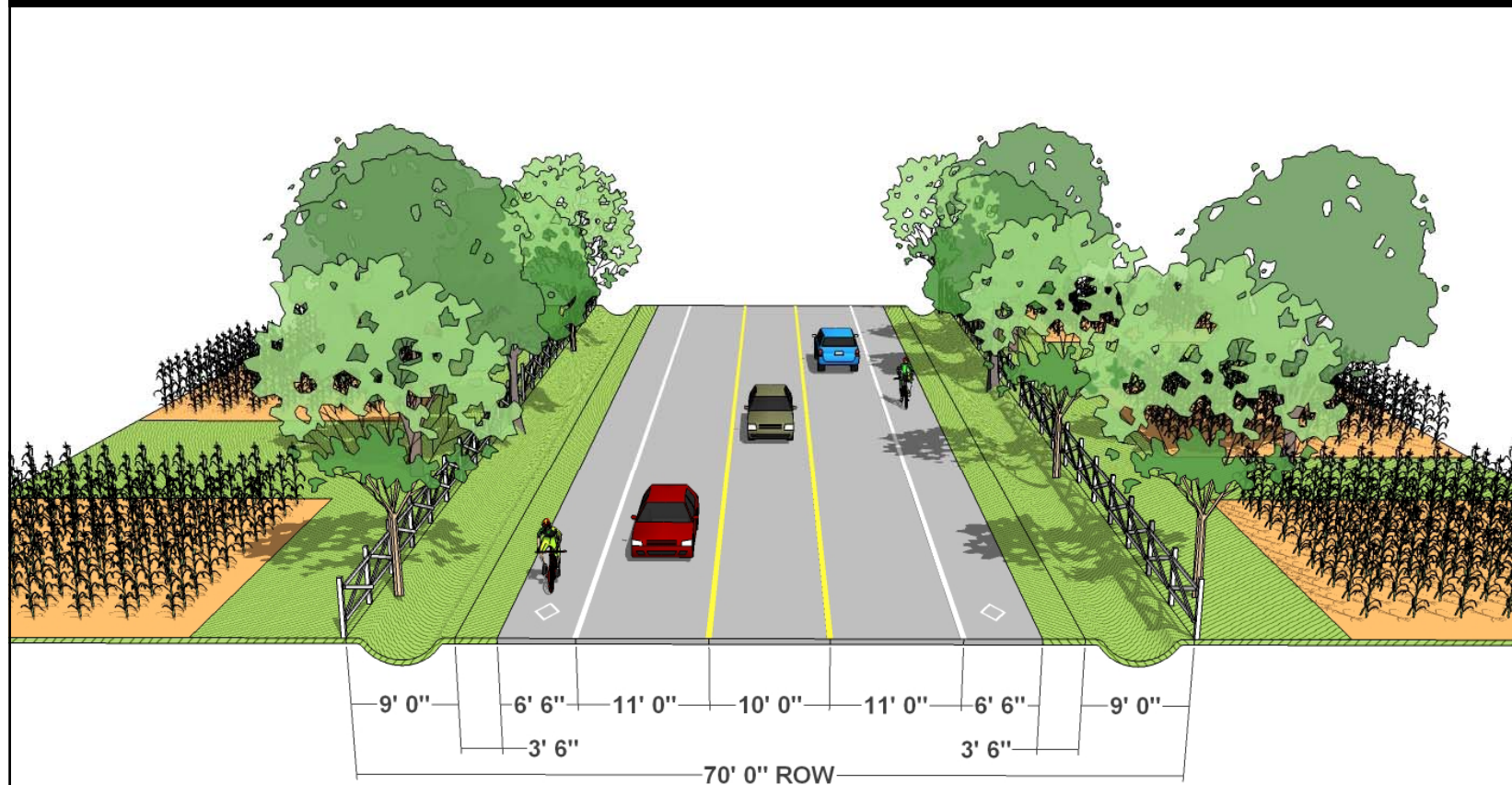


Preserve Rural Character

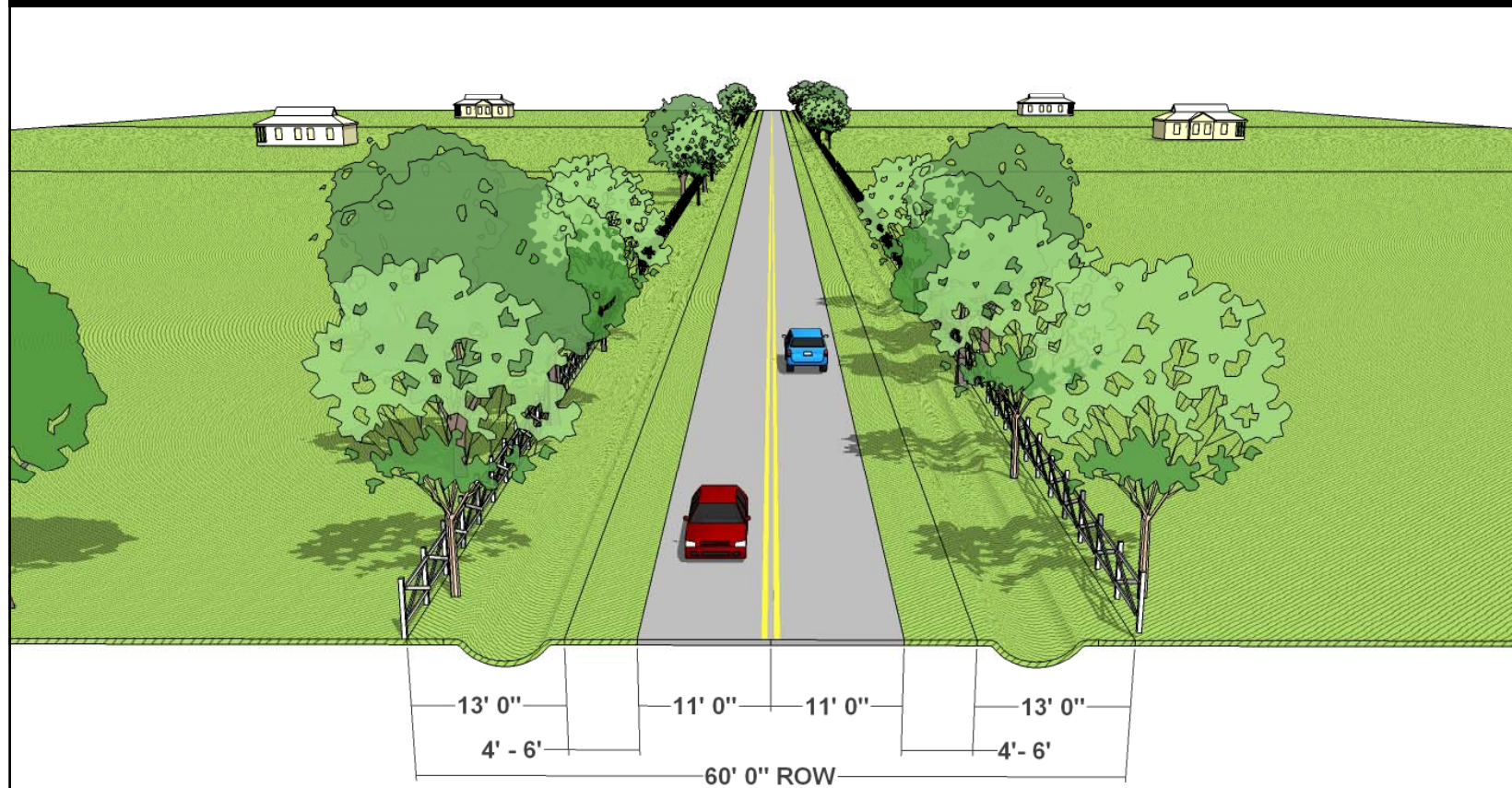


**Rural** – Proposed Local Road (60'-0" ROW)

**Rural** – Proposed Collector/Arterial Road (70'-0" ROW)

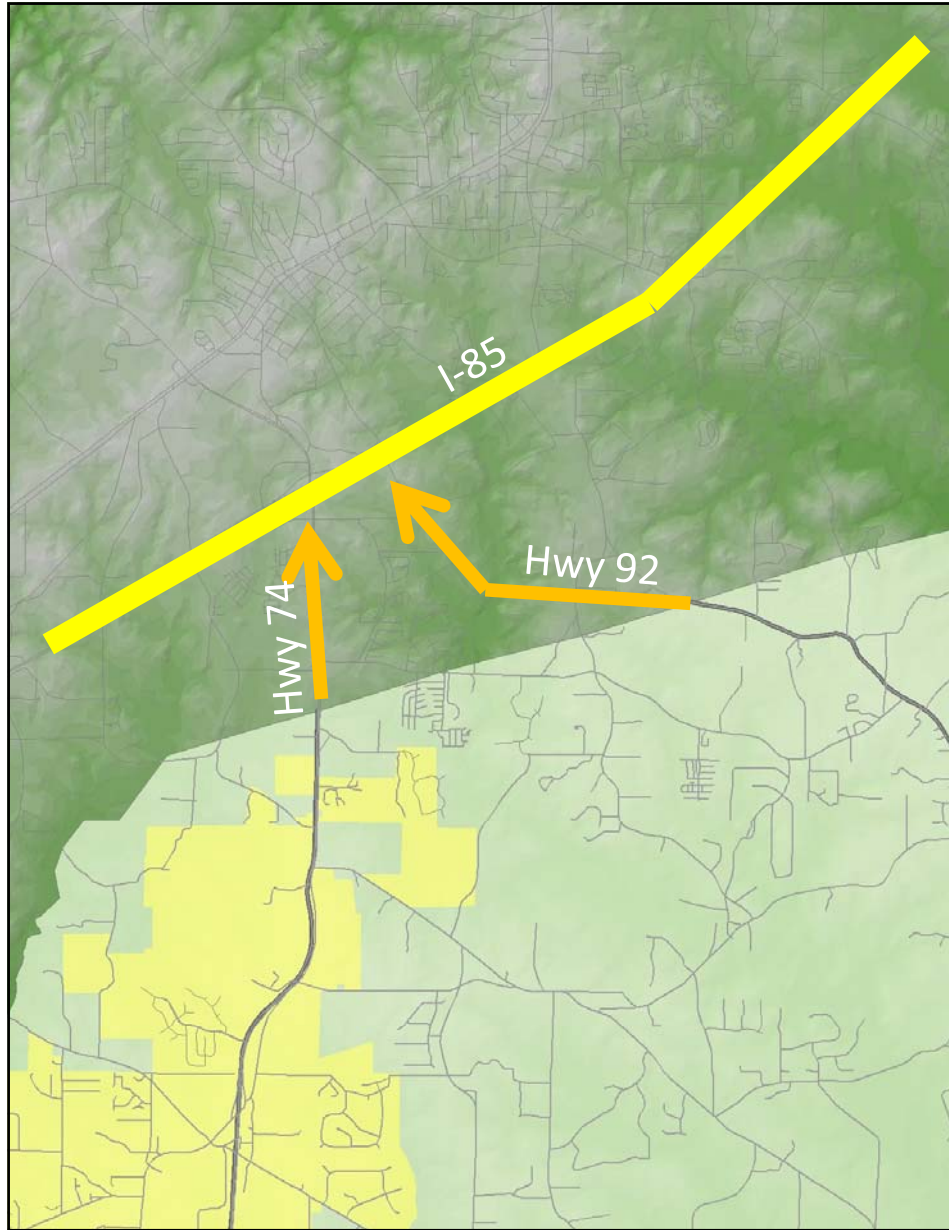
**Rural** – Proposed Collector/Arterial Road w/ Bike Lanes (70'-0" ROW)



**Rural** – Existing Local Road (60'-0" ROW)

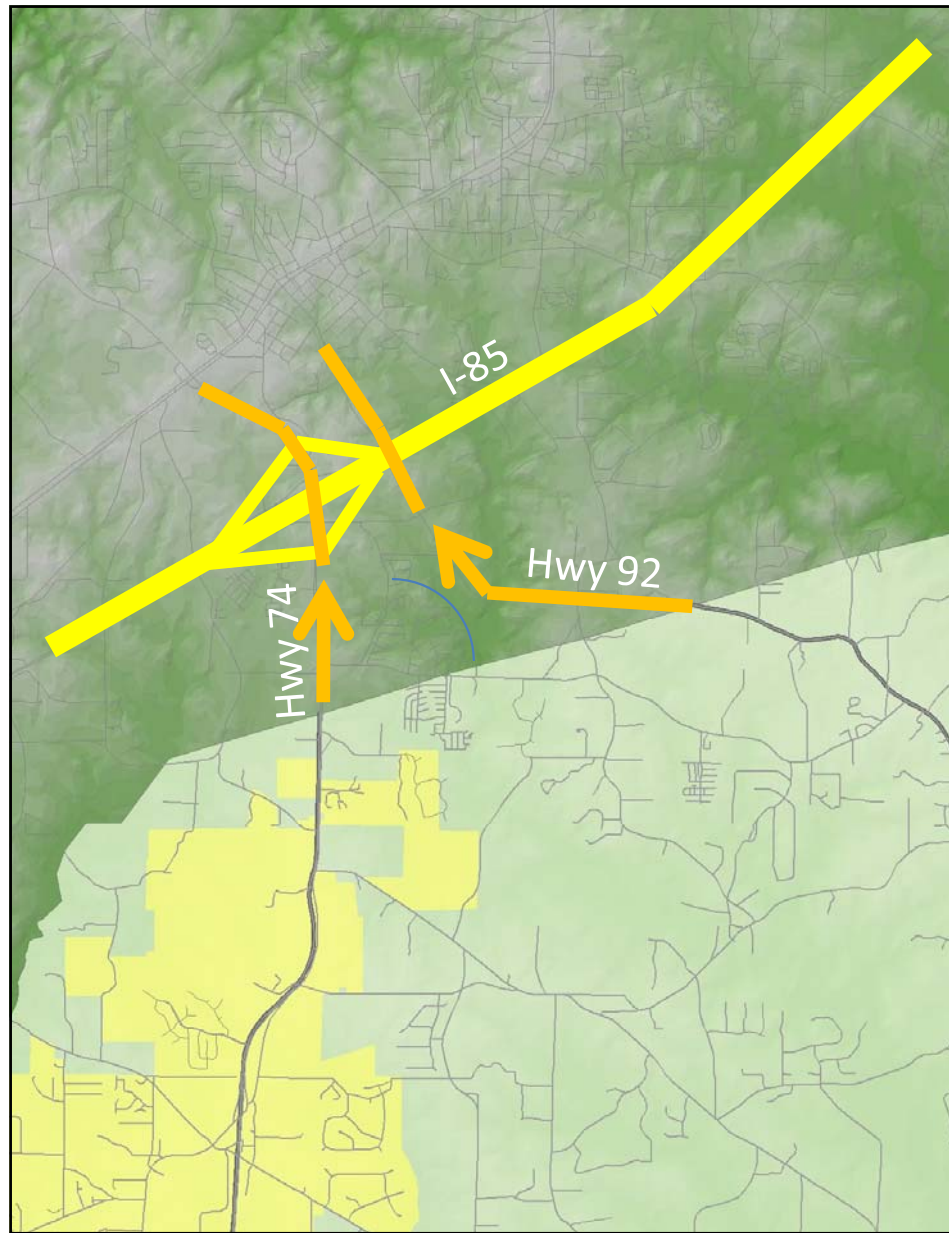
# Long Trip Options

# Interstate Access



## Accessing I-85

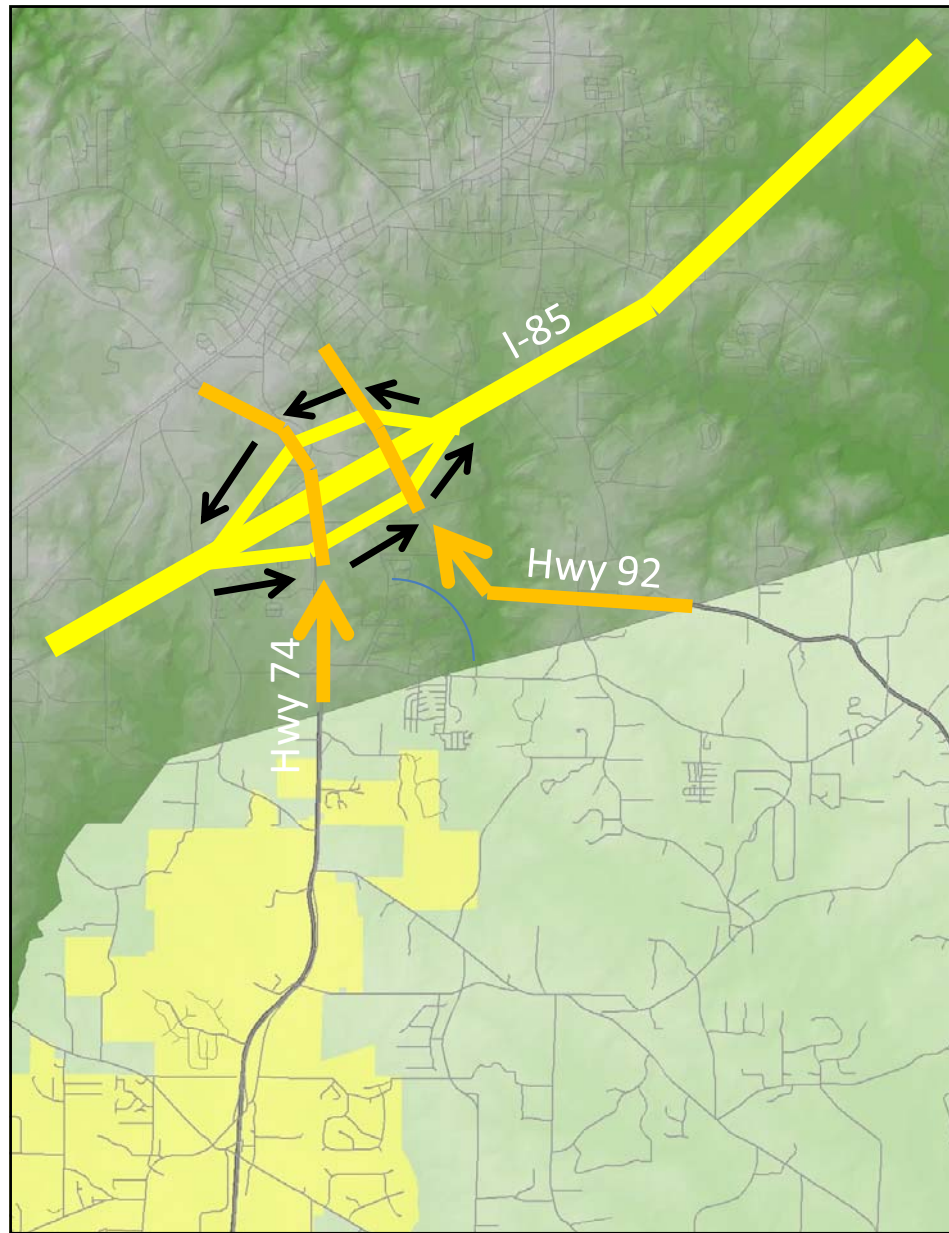
Both 74 and 92 can serve it, but not with current intersection design



## Accessing I-85

Both 74 and 92 can serve it, but not with current intersection design

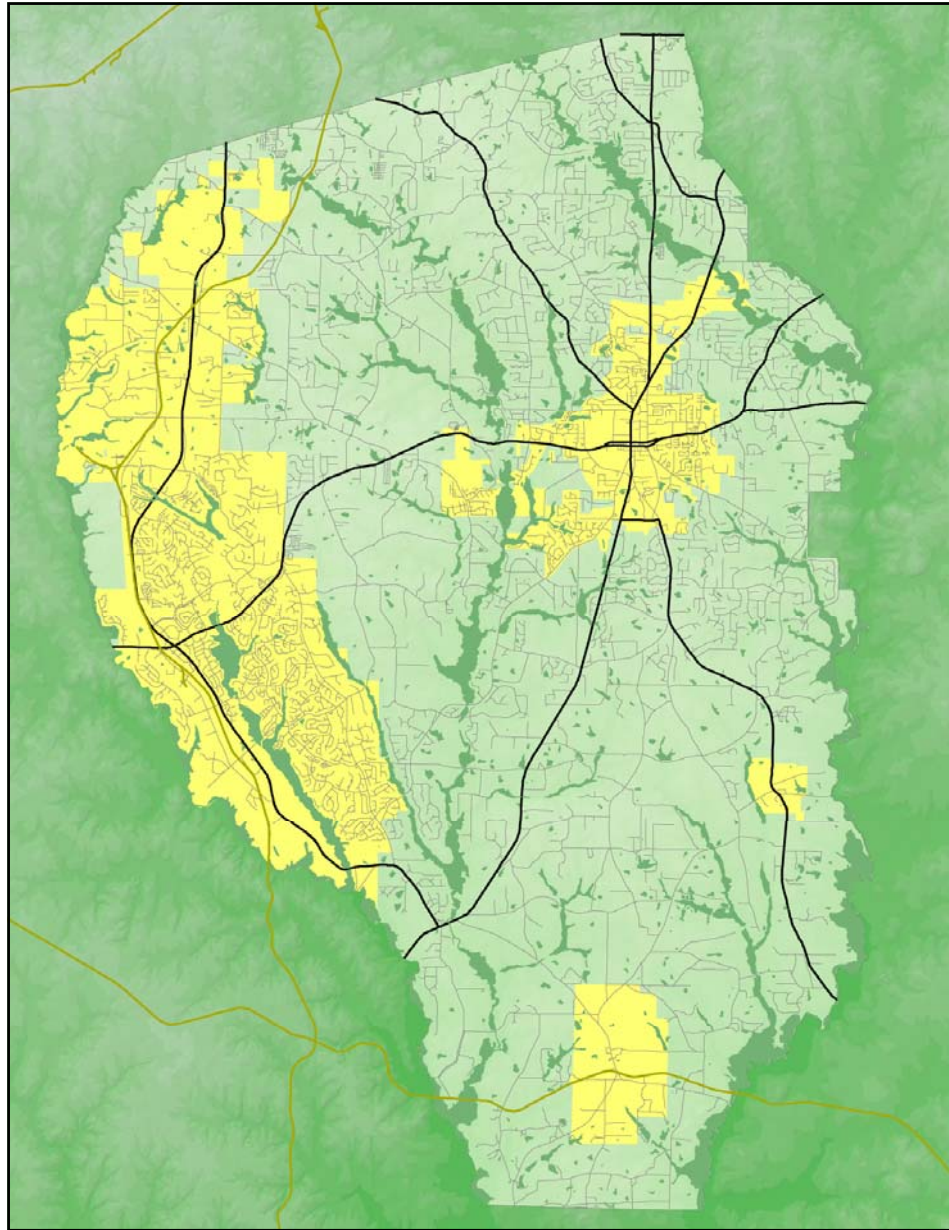




## Accessing I-85

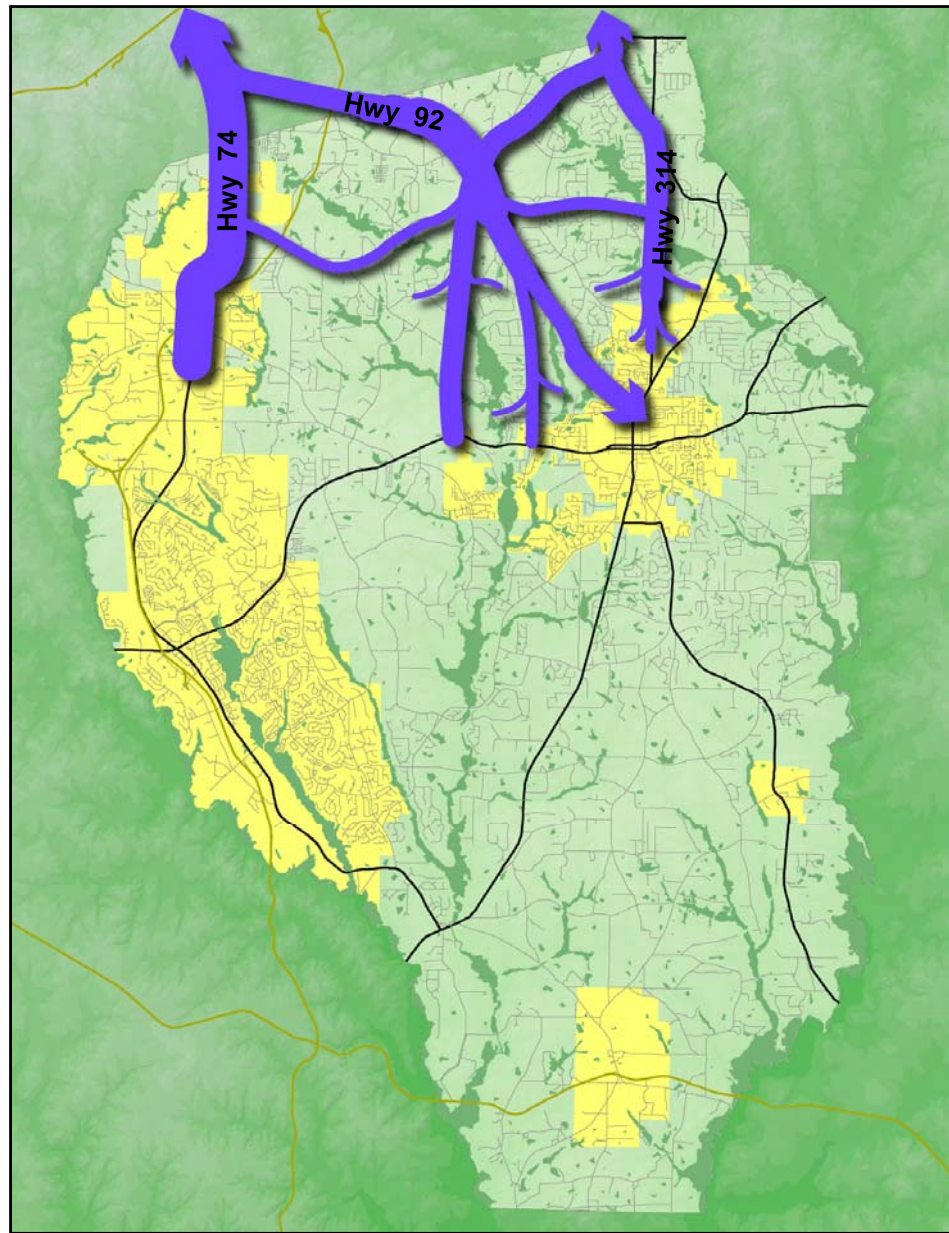
Separation of access points can allow both roads to be served

# North/South Travel

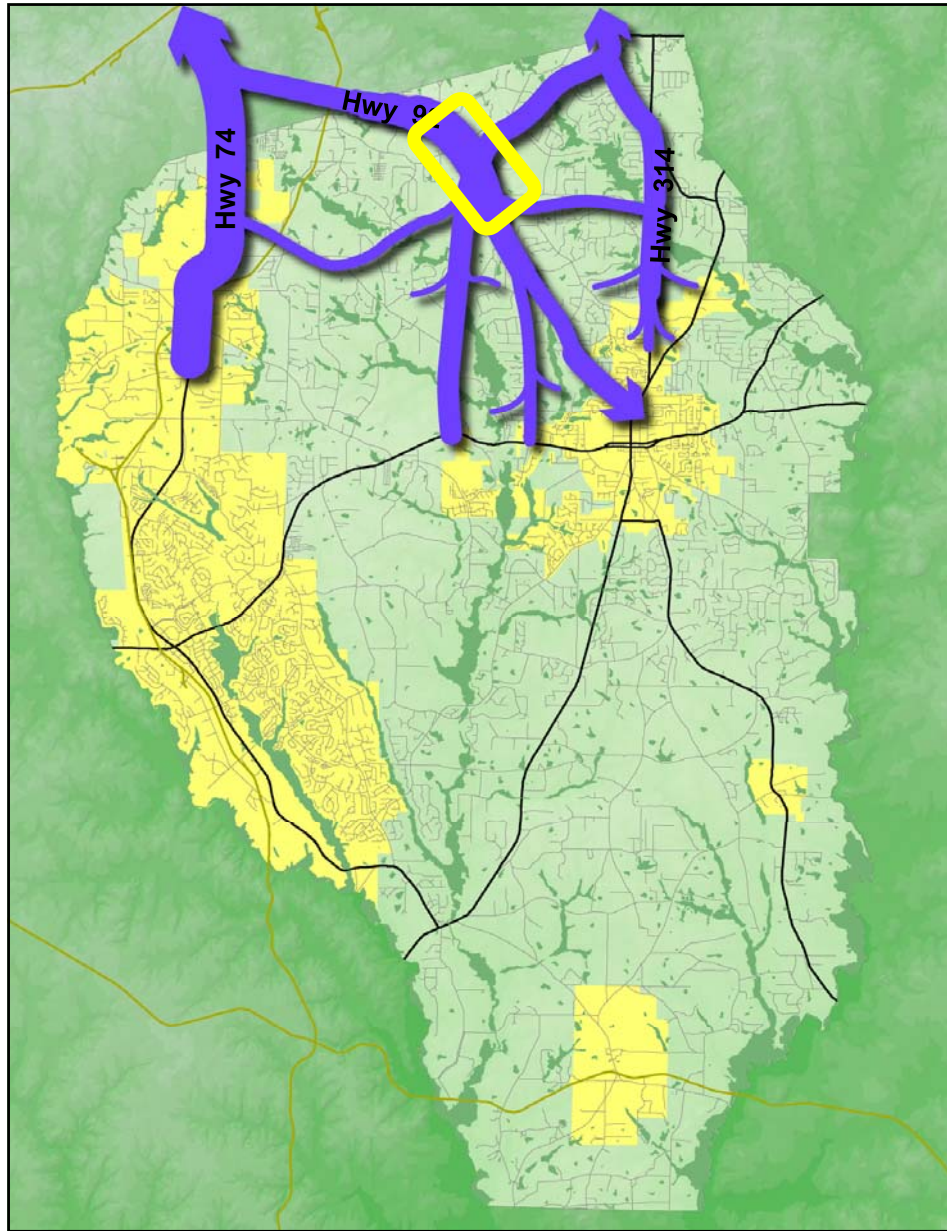


## County Roadway Network





## Demand for Interstate Access



**92 is the confluence  
point**

# Commuter Transit



Commuter Rail



Heavy Rail



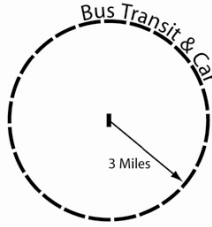
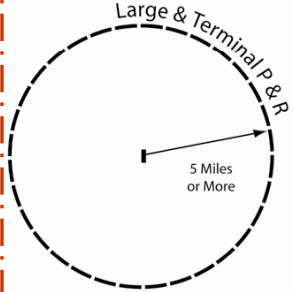


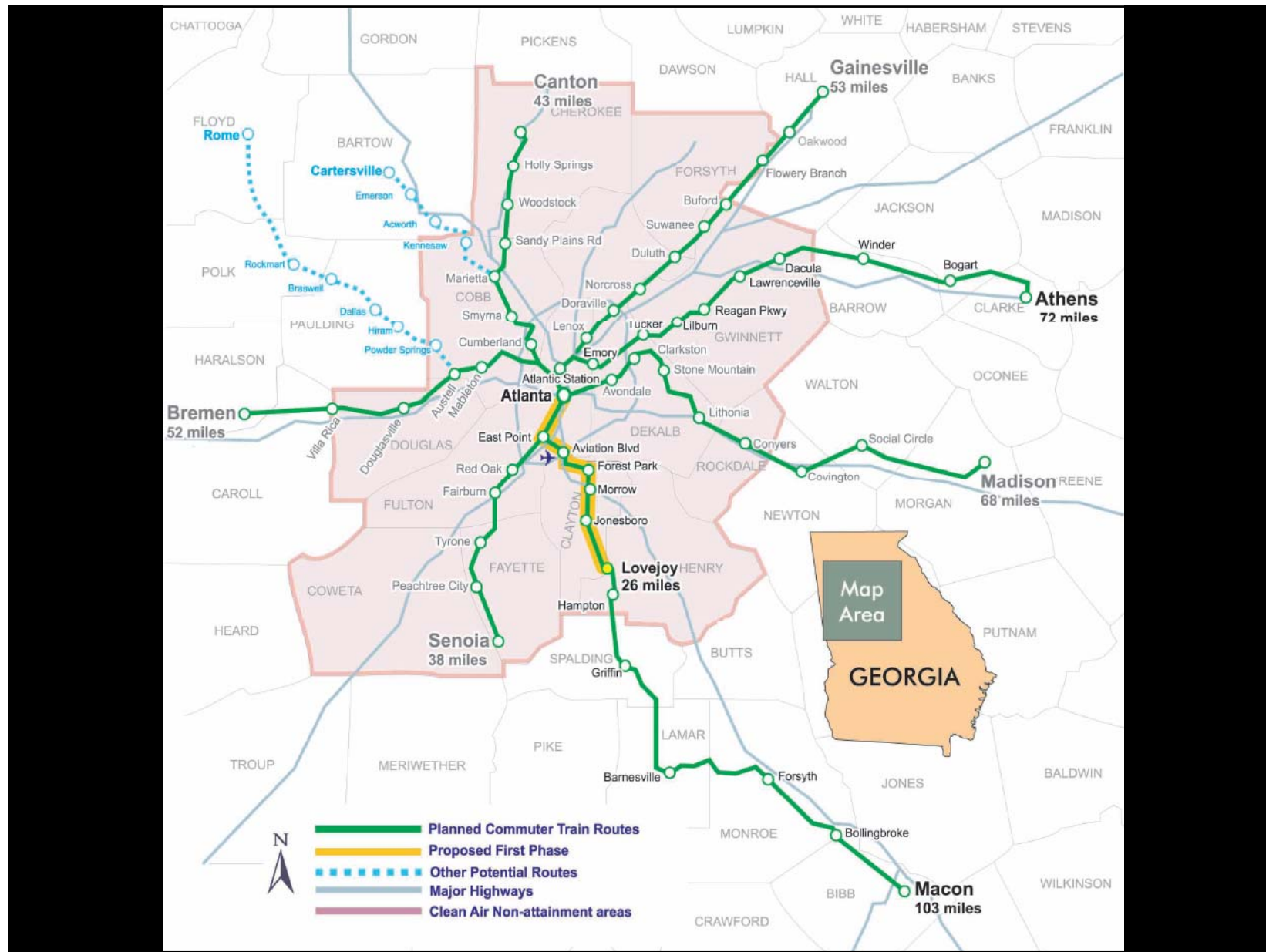
Light Rail





## Station Service Area – All Modes

			
<p><b>½ - Mile Service Area</b></p> <ul style="list-style-type: none"> <li>• Only serve a localized area immediately around the station</li> <li>• Stations can be grouped to provide better service area overlay in the densest of areas</li> <li>• Locate near minor thoroughfare</li> </ul>	<p><b>1 - Mile Service Area</b></p> <ul style="list-style-type: none"> <li>• Most common transit stations</li> <li>• Reliant on bus connections to the station</li> <li>• Some customers will arrive by car - need for adequate parking and Kiss &amp; Ride areas.</li> <li>• Locate near thoroughfare</li> </ul>	<p><b>3-Mile Service Area</b></p> <ul style="list-style-type: none"> <li>• Access by a more limited feeder bus network and a larger number of private vehicles</li> <li>• Provide adequate facilities for all modes of travel</li> <li>• Locate near major thoroughfare</li> </ul>	<p><b>5 - Mile Service Area</b></p> <ul style="list-style-type: none"> <li>• Typically the station's toward the end of the line.</li> <li>• Access primarily by private vehicles</li> <li>• Access to major thoroughfare or freeways.</li> </ul>



# Commuter Rail



Chicago



Ohio



Pennsylvania



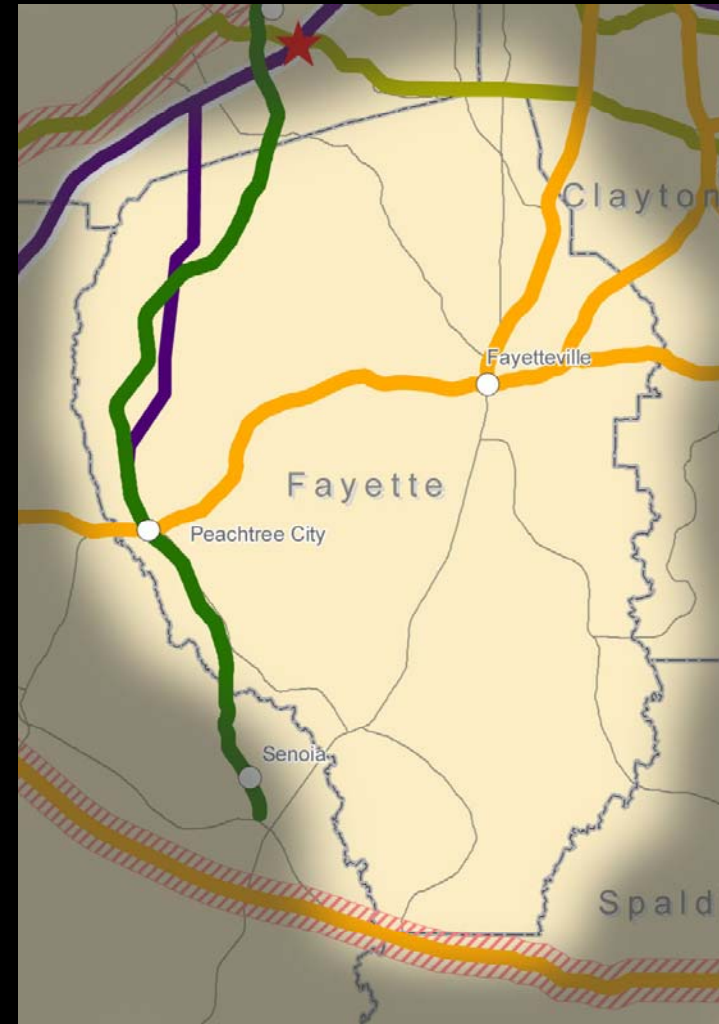
New Jersey



Chicago

## The Concept 3 Vision

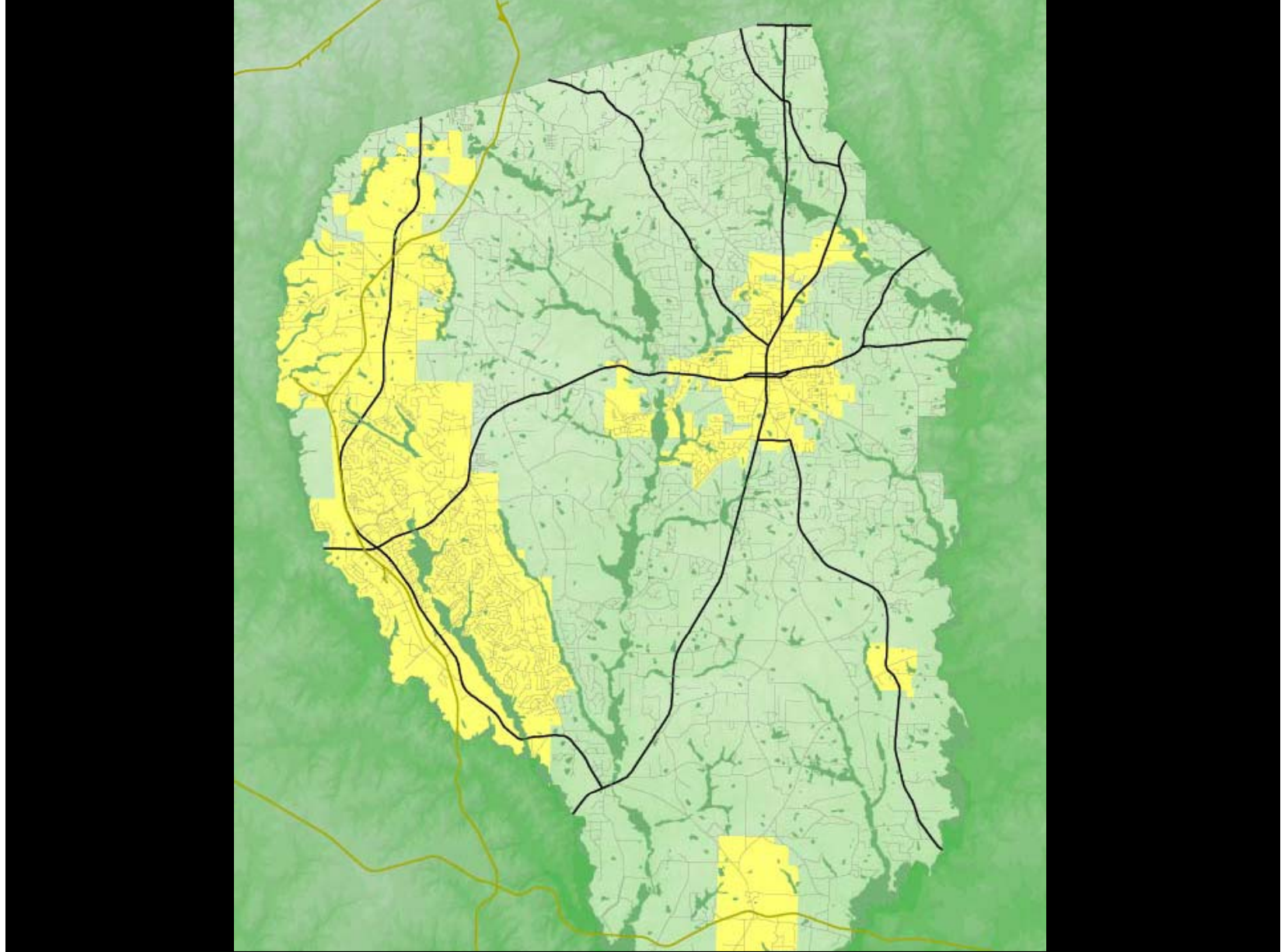
- Region-wide transit for Metro Atlanta
- Modes/technologies need to fit into context
- In Fayette, primarily regional bus service

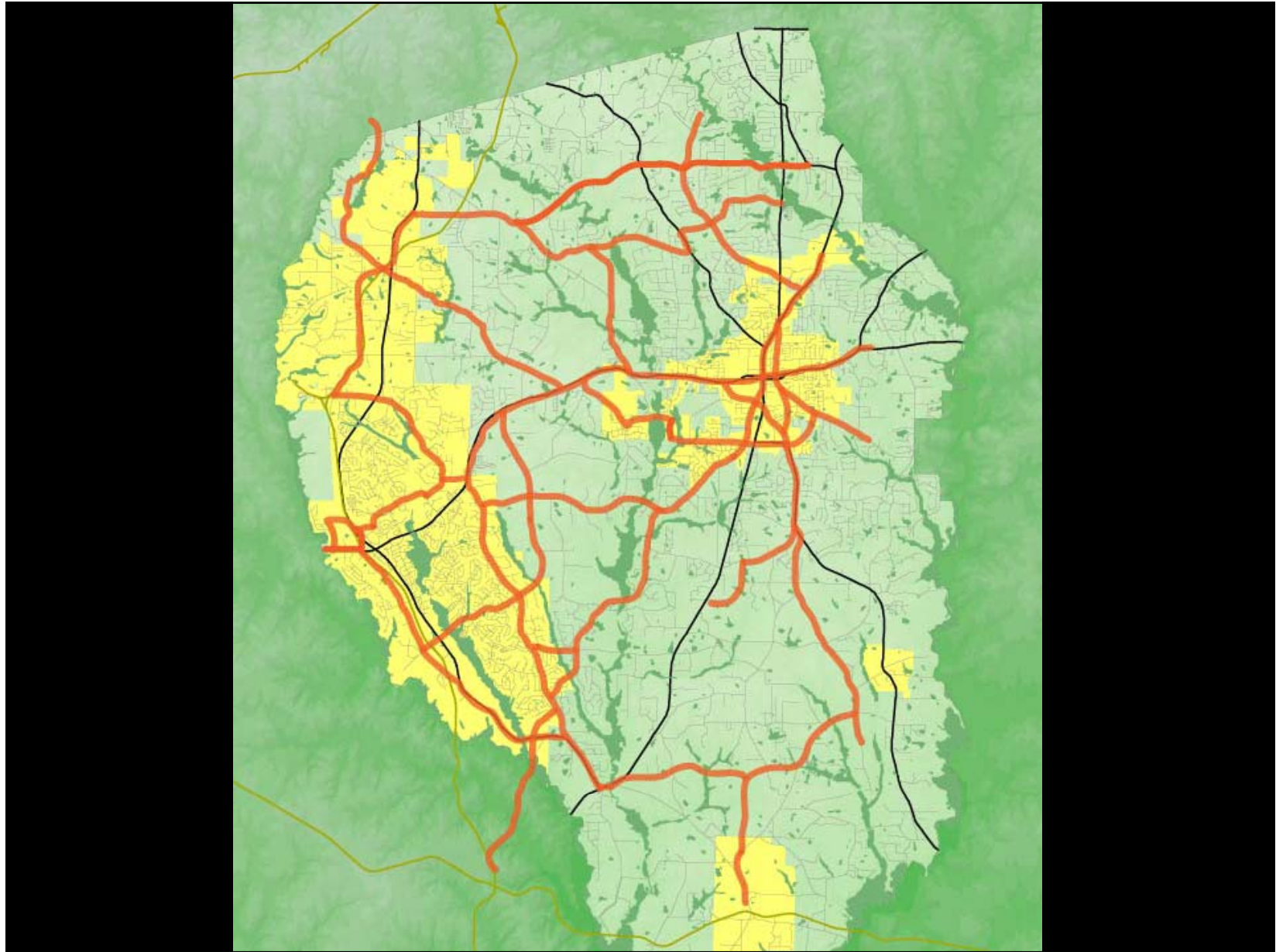




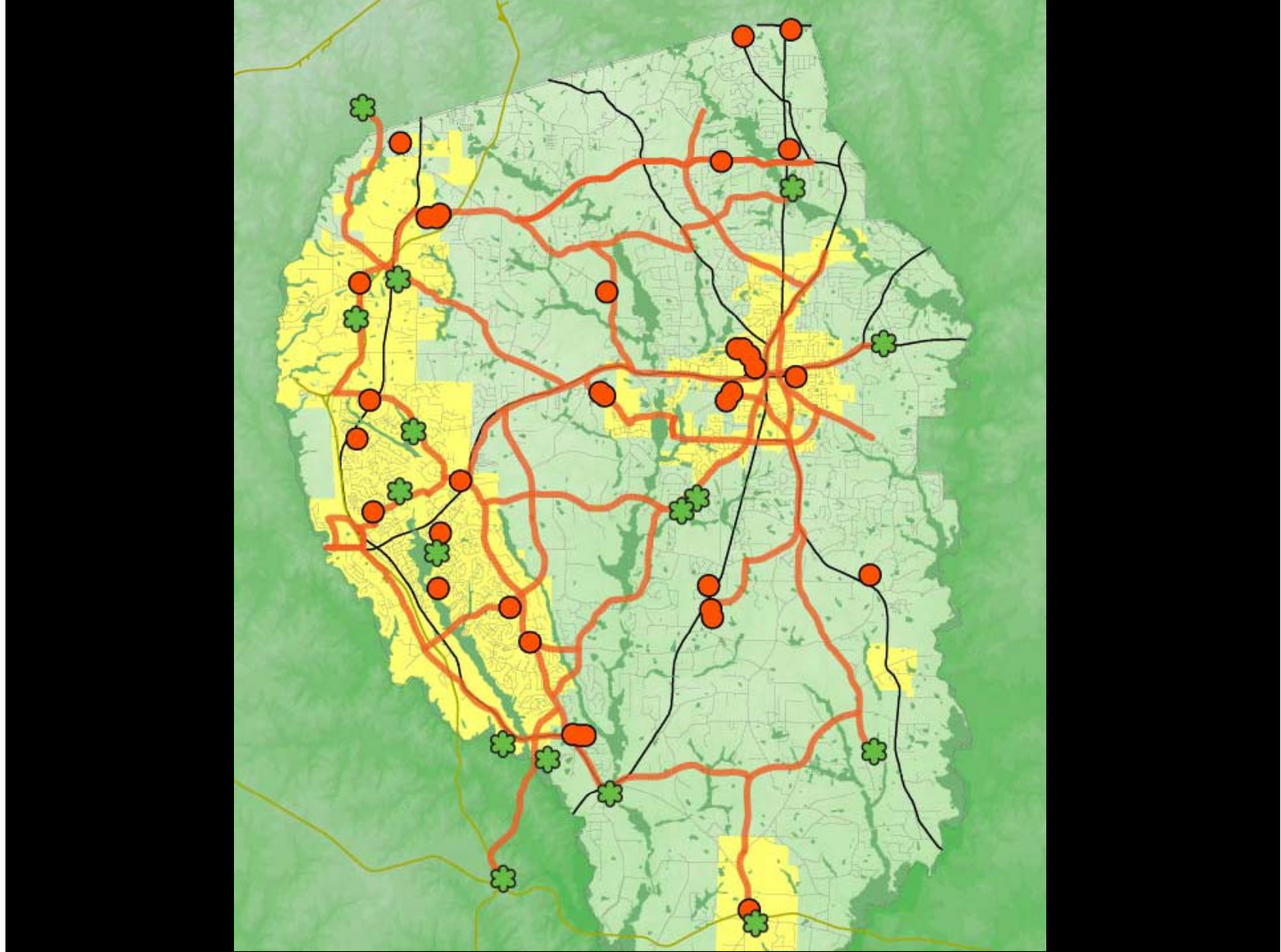
# Short Trip Options

# Path Network

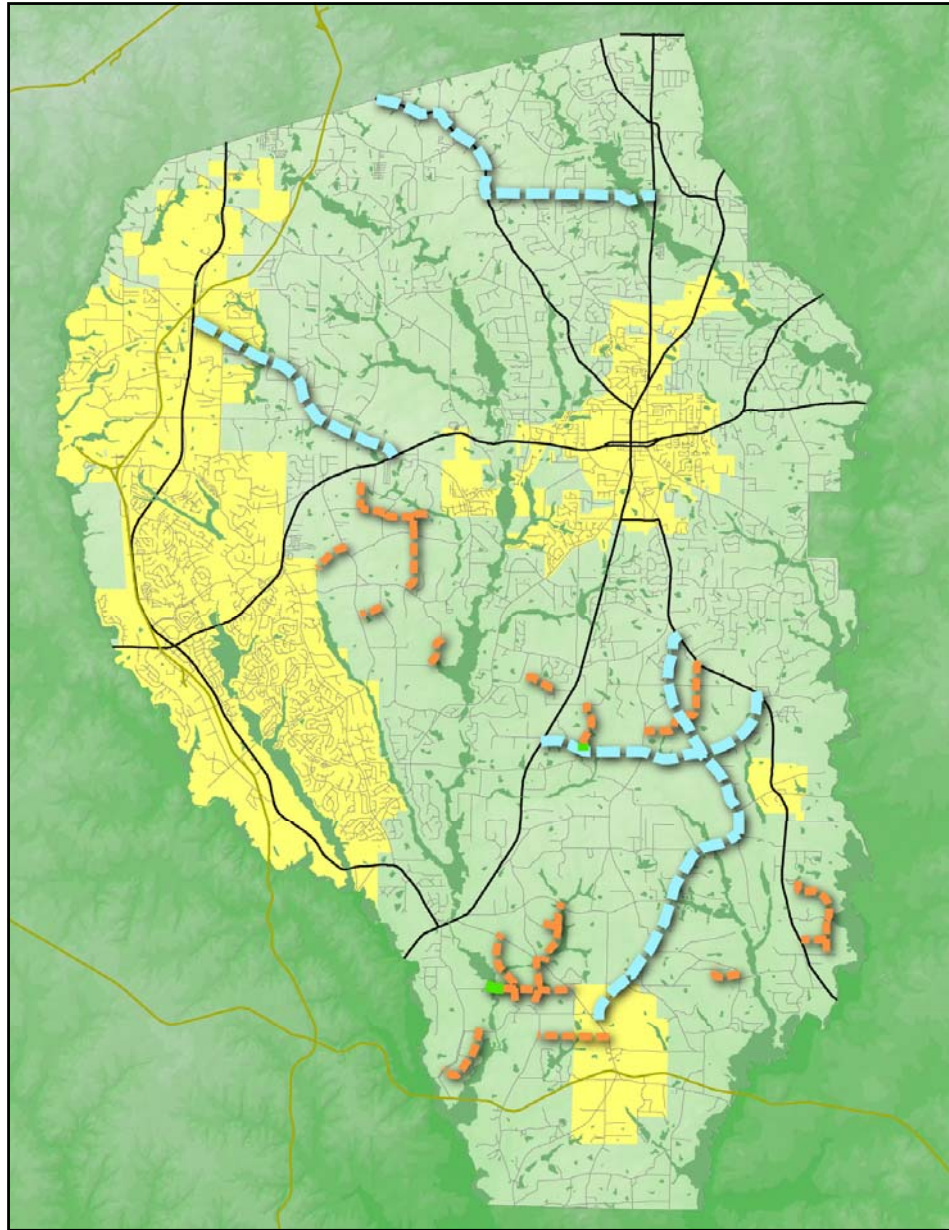








# Development Network



## Street Network

**Blue Roads** are enhancements of existing roads

**Red Roads** are added street network as land develops

# Peachtree City Infill









**SR 54 & SR 75: Option 1**





## SR 54 & SR 75: Option 2





**SR 54 & SR 75: Option 2**



# Fayetteville Redevelopment



S.R. 85, looking north.







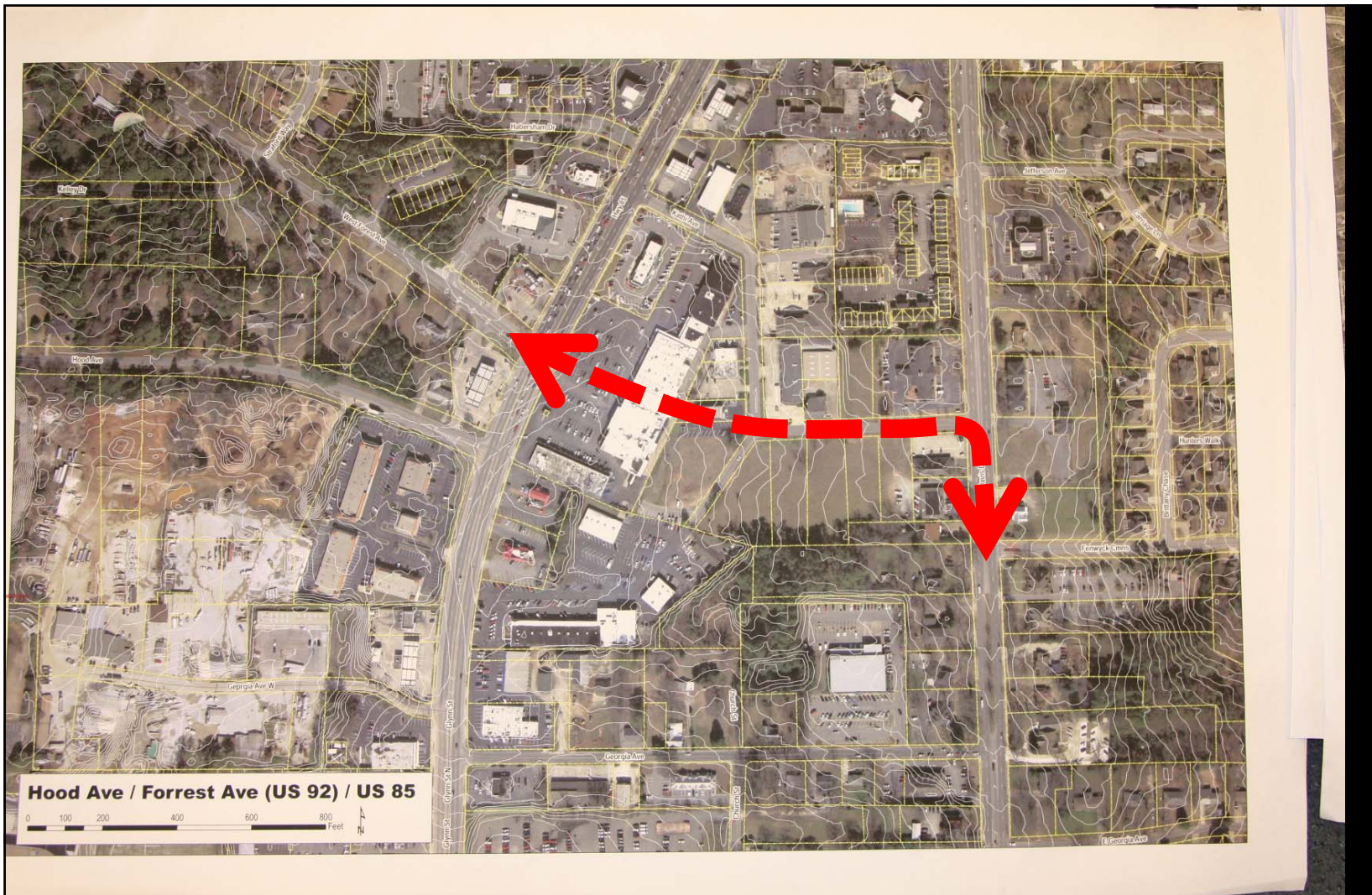
# SR 92 & SR 85





# SR 92 & SR 85



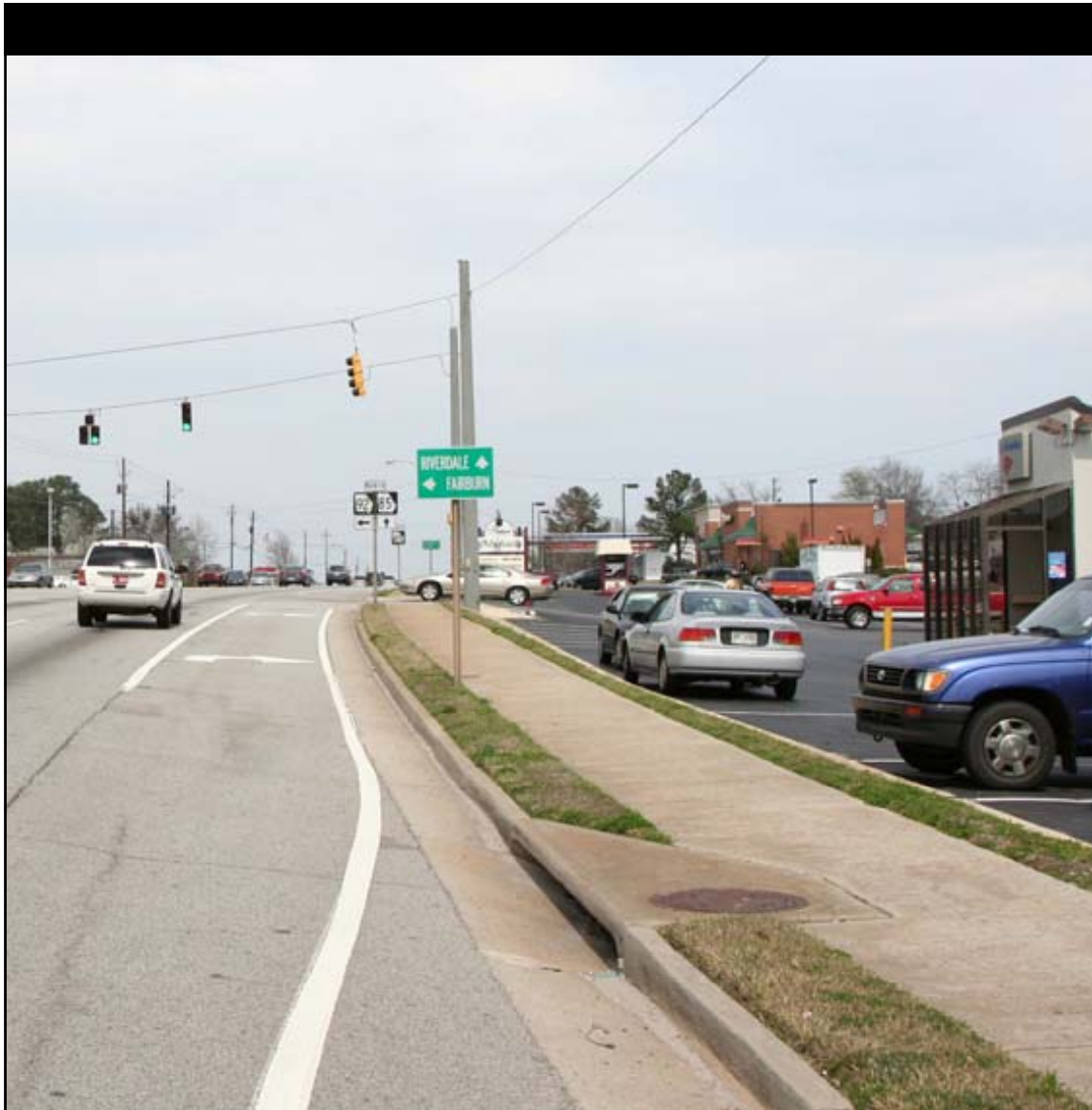


**SR 92 & SR 85**

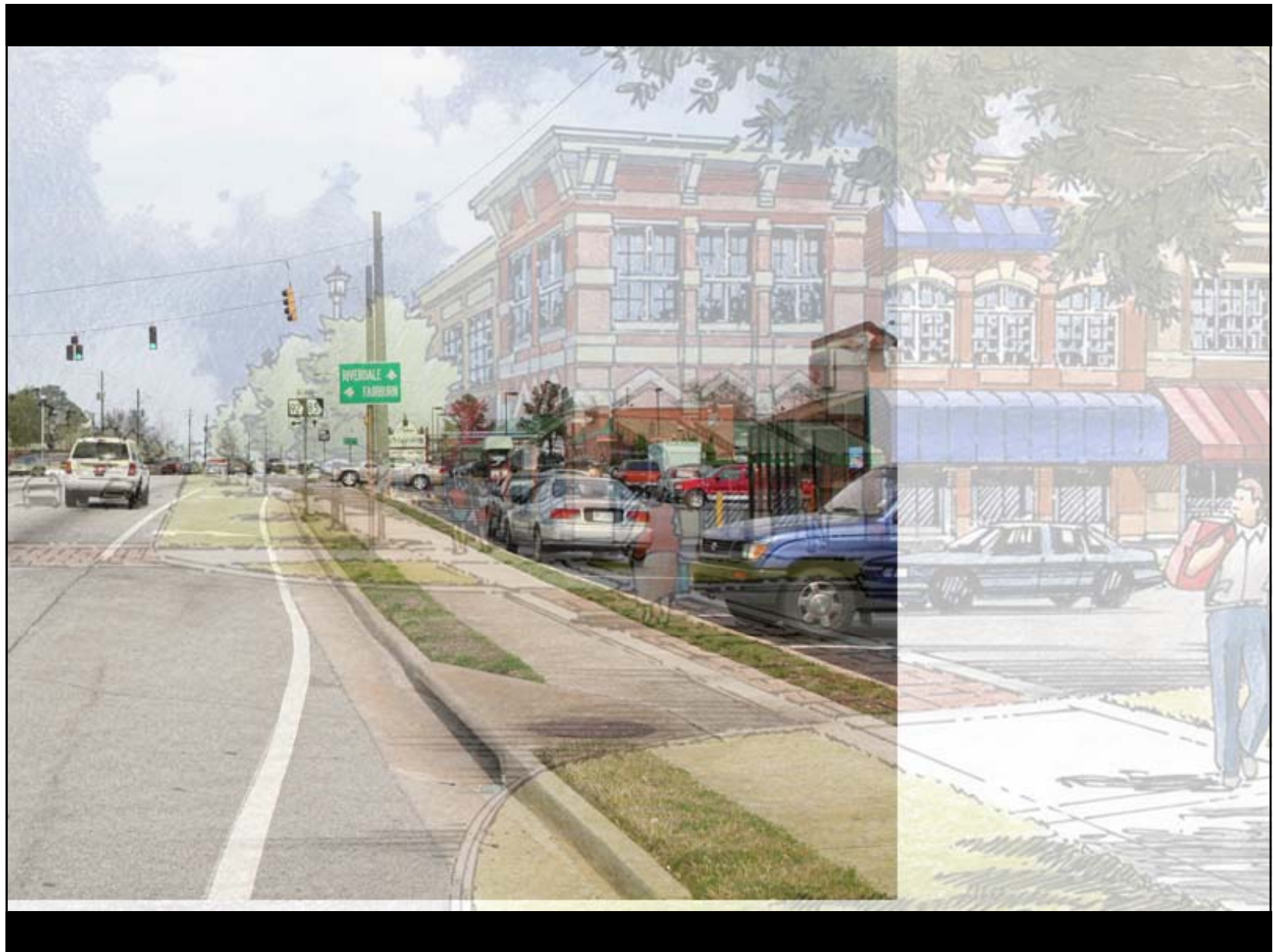


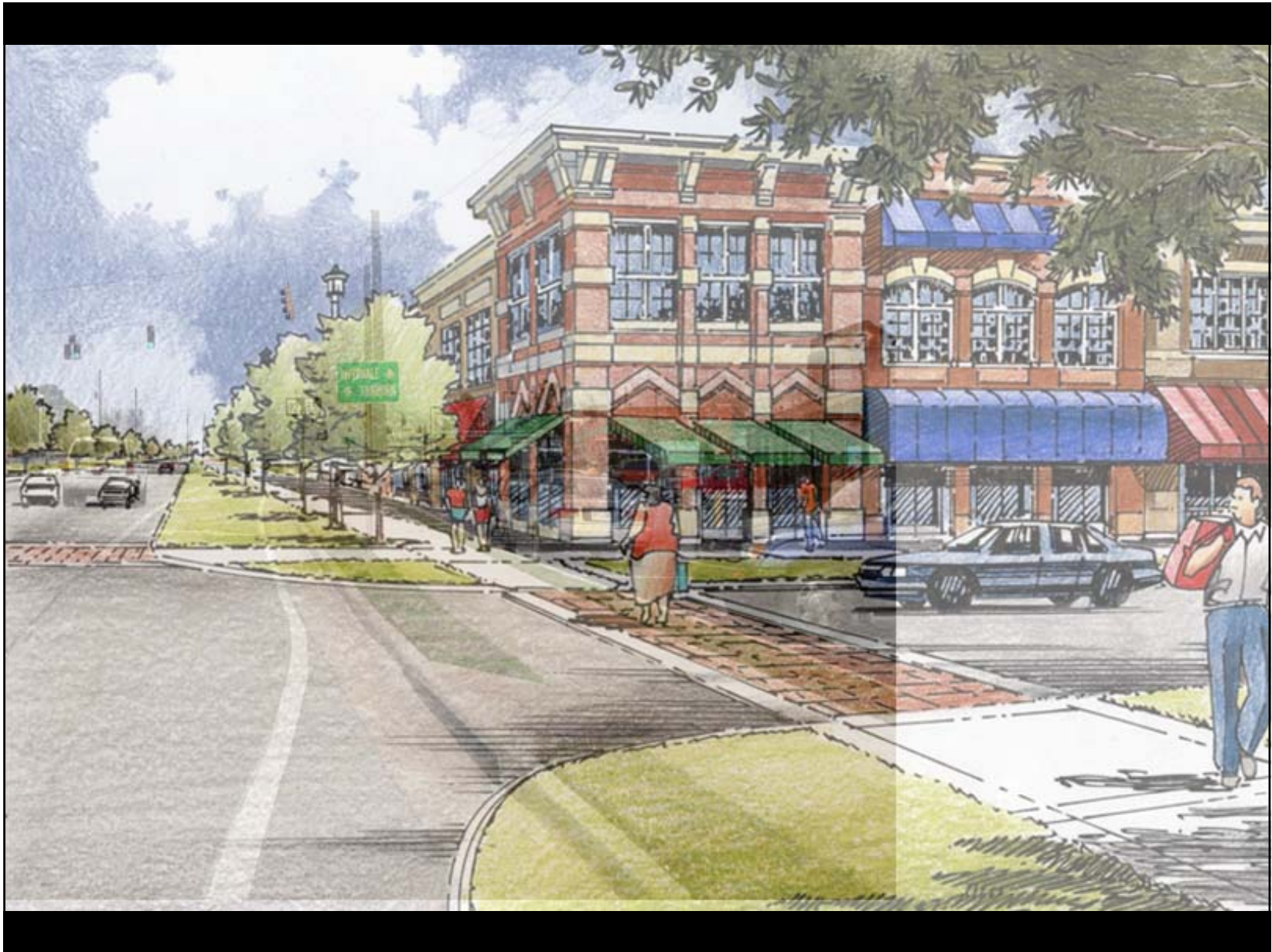


SR 92 & SR 85







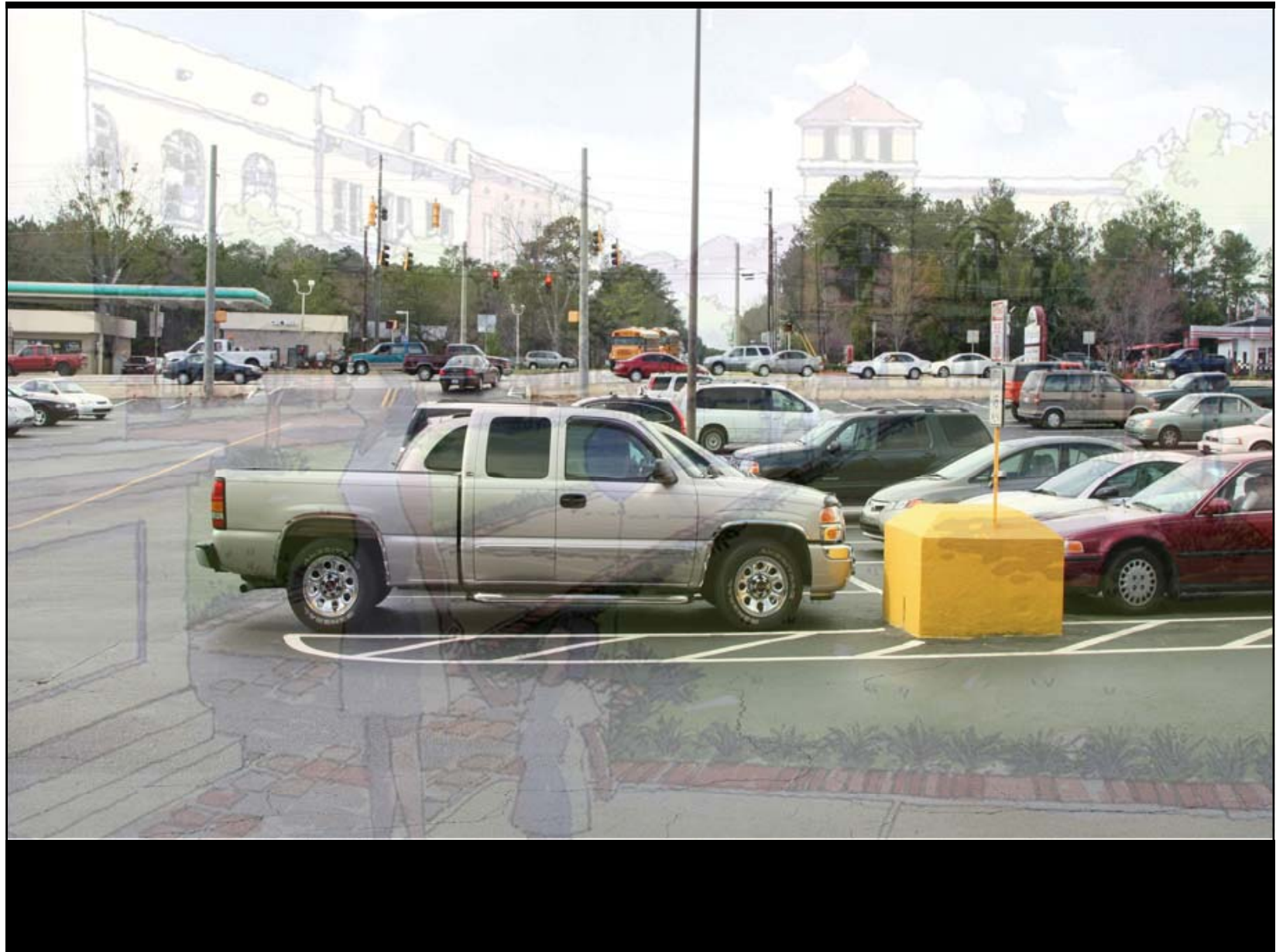












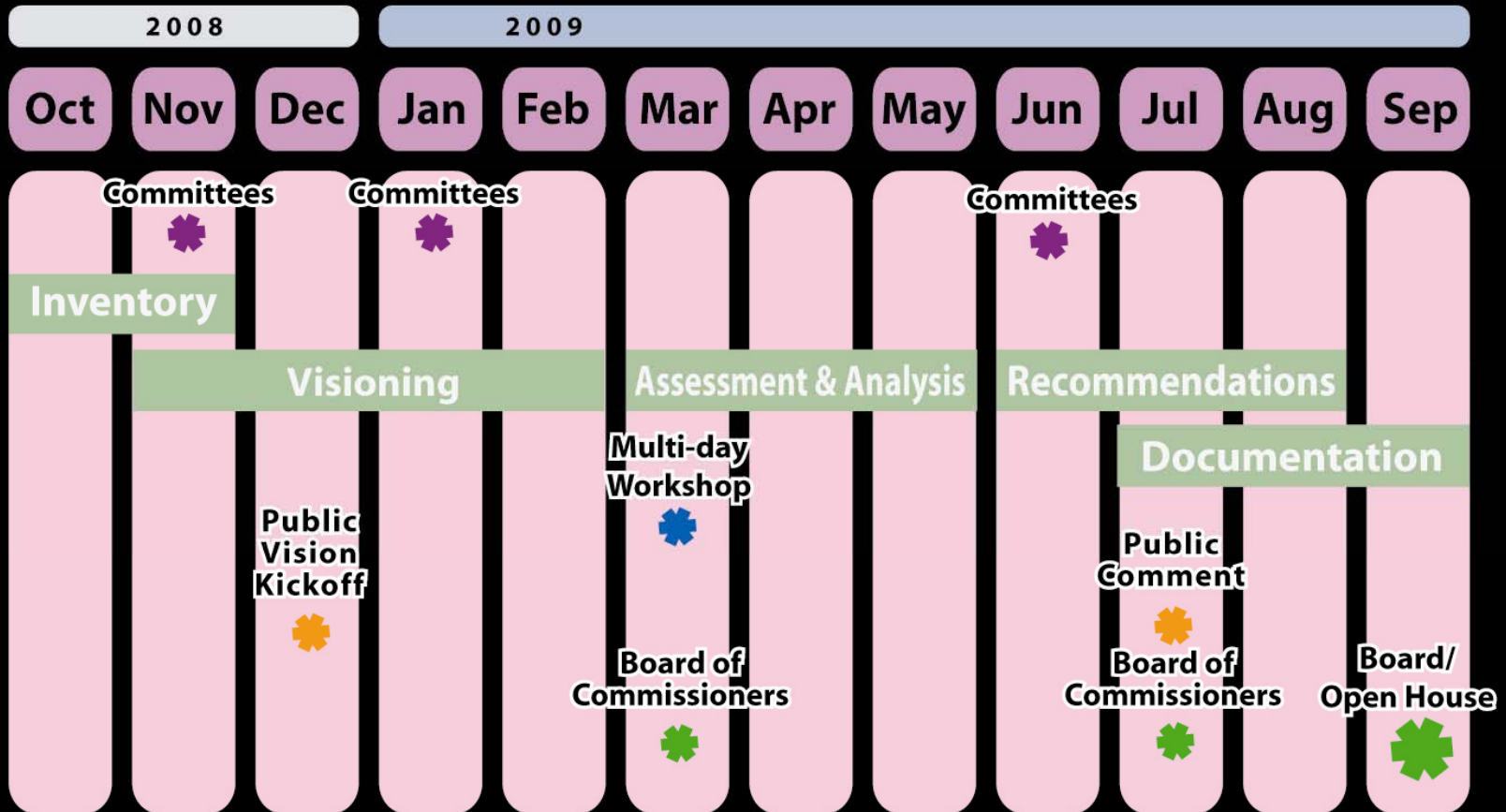








# Process and Schedule



Thank You